

**MCWP 3-32
(FINAL DRAFT)**

**MARITIME PREPOSITIONING FORCE
OPERATIONS**

U.S. Marine Corps

April 2000

DEPARTMENT OF THE NAVY
Headquarters United States Marine Corps
Washington, D.C. 20380-1775

Date

FOREWORD

1. PURPOSE

Marine Corps Warfighting Publication (MCWP) 3-32/Naval Warfare Publication 3-02.3, *Maritime Prepositioning Force Operations*, provides the doctrine, tactics, techniques and procedures for the planning and execution of maritime prepositioning force (MPF) operations. It establishes standard terms of reference for MPF operations and provides guidance for developing local Marine Corps and Navy standing operating procedures.

2. SCOPE

This manual is intended for Marine Corps and Navy commanders and their staffs who are responsible for planning and conducting maritime prepositioning force operations. The secondary audience is other service commanders and staff officers who may require a greater understanding of MPF operations.

3. SUPERSESSSION

FMFM 1-5/NWP 22-10, *Maritime Prepositioning Force Operations*, September 1993.

4. CERTIFICATION

Reviewed and approved this date.

JOHN E. RHODES
Lieutenant General, U.S. Marine Corps
Commanding General
Marine Corps Combat Development Command

NAME
Rear Admiral, U.S. Navy
Commander
Naval Doctrine Command

DISTRIBUTION: 143 0000 7300

PREFACE

Marine Corps Warfighting Publication (MCWP) 3-32/Naval Warfare Publication 3-02.3, *Maritime Prepositioning Force Operations*, is being released as an unsigned final draft. The Navy and Marine Corps are unresolved over the issue of whether all joint command relationships (OPCON, TACON, and support) apply in the MPF Operations; or only OPCON is appropriate. This issue prevents approval of this final draft as a dual service publication until agreement can be reached between the two services.

Nonetheless, the tactics, techniques, and procedures described apply to MPF operations and are currently in practice in the operating forces. This manual may be used to plan exercises and operations wherever both Services agree. Whenever command relationships becomes an issue, the existing doctrine in FMFM 1-5/NWP 22-10, *Maritime Prepositioning Force Operations*, September 1993, takes precedence.

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Maritime Prepositioning Force

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CHAPTER 1

MARITIME PREPOSITIONING FORCE OVERVIEW

1001. General

A Maritime Prepositioning Force (MPF) operation is the rapid deployment and assembly of a Marine air-ground task force (MAGTF) in a permissive area using a combination of strategic airlift and forward-deployed Maritime Prepositioning Ships (MPS).

MPF operations are strategic deployment options that are global in nature, naval in character, and suitable for employment in a variety of circumstances. The MPF is a rapid response enabling force capable of being mission-tailored and self-sustainable. As such, MPF operations provide an essential element in the conduct of national military strategy. The MPF can directly support our national maritime strategy of protecting key naval choke points and sea lines of communication. MPF operations include the airlift of MAGTF and Navy elements (Navy Support Element, Naval Coastal Warfare, etc.) with some associated equipment into an arrival and assembly area to join with equipment and supplies carried aboard MPS.

Maritime prepositioning provides a commander-in-chief (CINC) of a unified command with deployment flexibility and increased capability to respond rapidly to a crisis or contingency with a credible force. The purpose of an MPF operation is to rapidly establish a MAGTF ashore ready to conduct subsequent combat operations across the operational continuum. An MPF operation may consist of one ship and an appropriate-sized fly-in echelon (FIE) such as a Marine expeditionary unit (MEU), or at the other end of the scale, all three maritime prepositioning ship squadrons (MPSRONs) and a Marine expeditionary force (MEF). The MPF is one component of the Marine Corps' rapid response capability triad, which also includes the air contingency MAGTF (ACM) and amphibious ready forces (see figure 1-1).

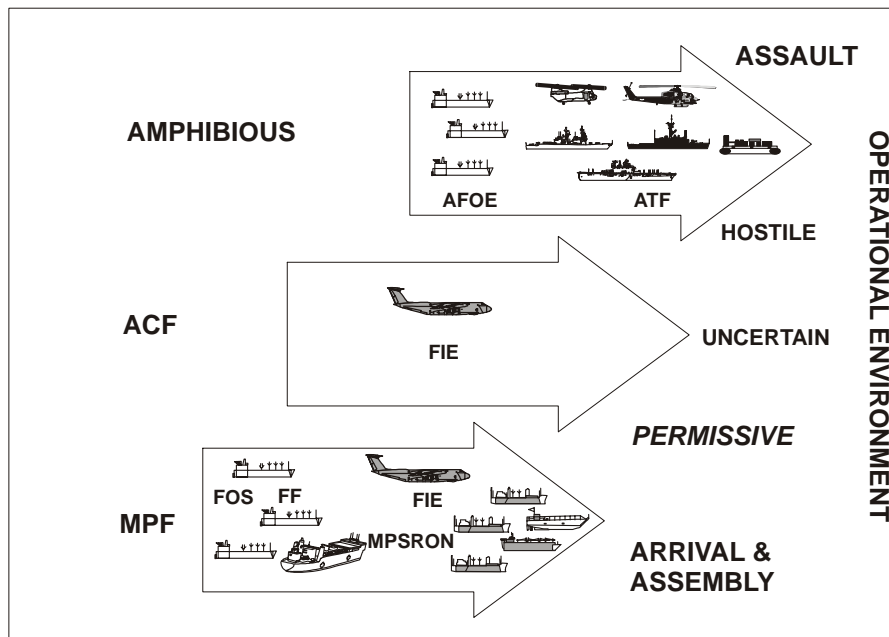


Figure 1-1. Echelon of Forces

Each component of the triad can be used separately or can be integrated together to further enhance a CINC's available options. MPF operations are economy of force measures that allow deployment of an appropriate force if a crisis arises. The MPF offers an augmentation capability for amphibious operations, but is not a substitute for amphibious operations due to an inherent lack of forcible entry capability. Other advantages of MPF operations include a means to deploy forces without impact on previously deployed forces, and a method to rapidly augment a forward-deployed MAGTF, ongoing amphibious deployment or operation, or other joint/multinational force operations.

1002. Strategy

The development of the naval force structure derives from the National Military Strategy, two tenets of which are forward presence and crisis response. The capability to reinforce U.S. forward-deployed forces and multinational partners, and to project combat power across the spectrum of conflict are essential ingredients of the National Military Strategy.

a. Forward Presence

MPSRONS are strategically based around the globe (see figure 1-2), and naval forces are capable of linking-up with them in an operational area in a matter of days. This capability, given credence by frequent exercises (often in concert with multinational partners), demonstrates commitment, reinforces alliances, enhances regional stability, promotes U.S. influence and access, and is especially responsive to regional crises or natural disasters.

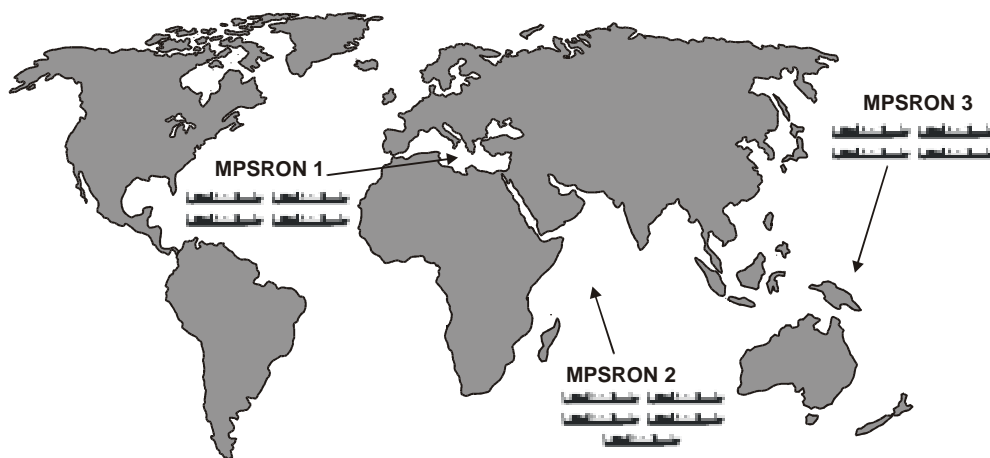


Figure 1-2. MPSRON Locations

b. Crisis Response

The MPF, one component of Marine Corps Operating Forces, is designed to respond independently, or in conjunction with other forces, to a variety of regional crises. The threat faced today is uncertain. A regional crisis can arise in any geographical location and can arise (as history demonstrates) on short notice. Quick and credible response is required to deter an escalation in hostilities; if deterrence fails, the ability to fight and win decisively is crucial. The MPF provides this capability.

1003. Naval Character

Maritime prepositioning provides a CINC with flexibility, and increases the national capability to respond rapidly to crises. The forward positioning of MPS and the capability to deploy associated naval forces by strategic airlift are integral elements of a global naval presence.

1004. Capabilities

The essential contribution of MPF operations to national strategic capabilities is the mobility and flexibility which allows for a concentration of forces quickly in a specified area (see figure 1-3). The existence of this power projection capability is a deterrent to potential adversaries. MPF and amphibious operations are complementary capabilities; one is not an equivalent substitute for the other. Amphibious operations provide the means for forcible entry, while MPF permits rapid deployment into permissive areas where force introduction is essentially unopposed and is expected to remain so through the arrival and assembly phase. Amphibious operations can be used in the same environment as MPF, but the inverse is not true. The MPF possesses heavier forces with greater sustainment than that typically available to amphibious forces. MPF enables employment of a MAGTF in a variety of roles, including—

- Augmenting an amphibious deployment or operation
- Occupying or augmenting an advanced naval base
- Preemptively occupying and defending key choke points along Sea Lines Of Communication (SLOC)
- Establishing a blocking position for both offensive and defensive operations
- Reinforcing multinational partners with a credible force prior to hostilities, and sustaining relations with routine exercises and operations
- Establishing a sizable force ashore to enable closure of additional forces and to support the theater commander's campaign
- Deterring adventurism through diplomatic signaling afforded by positioning MPS and alerting Marine and Navy forces
- Providing a rapid peacetime response in support of humanitarian assistance and disaster relief
- Providing economy of force through reduction of strategic airlift requirements, and reduction or elimination of the need to employ amphibious forces capable of forcible entry to a contingency that does not require such force
- Augmenting fleet defense by providing tactical air support from ashore

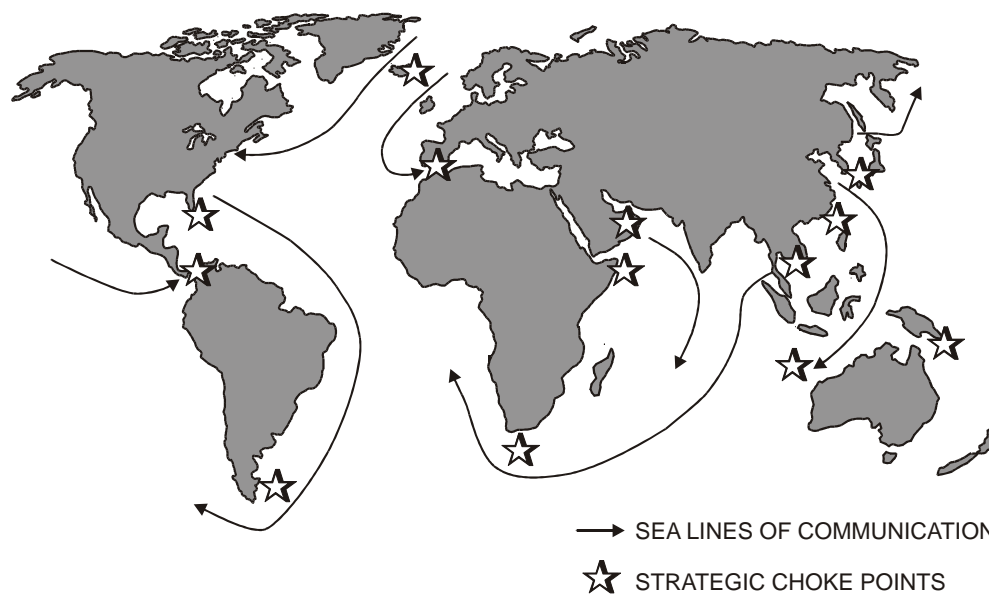


Figure 1-3. Maritime Strategy

1005. Considerations for Employment

The essential requirement for an MPF operation is a permissive environment that allows for arrival and off-load of ships and aircraft, and the joining of personnel and materials for force standup. Regardless of the mission assigned for subsequent operations, the following conditions are required to establish the MPF MAGTF ashore:

- A permissive environment from initiation of strategic deployment through completion of arrival and assembly
- Adequate strategic airlift and aerial tanker support
- Adequate off-load forces (i.e., MAGTF and NSE) to support the operation
- Sufficient airfield space for Marine Corps tactical aircraft, Air Mobility Command (AMC), and Civil Reserve Air Fleet (CRAF) operations, and throughput capability to support the intended airflow
- An ample port and/or beach area for timely off-load and throughput. The port must have sufficient water depth, adequate overhead clearance, and maneuver room to admit MPS. Beaches and approaches must be evaluated for hydrographic supportability as well as being swept for mines and other hazards
- A suitable transportation network between the port and/or beach, airfields, and assembly areas to permit a timely arrival and marrying-up of airlifted units with sealifted equipment and supplies. This may include railroads, barge traffic, and pipelines
- Adequate force protection capabilities to meet any potential threat to forces in the arrival and assembly area

1006. Essential Features of MPF

a. National Military Strategy

MPF is a key asset in the National Military Strategy (NMS) by providing regional focus, an adaptive planning capability (i.e., tailoring forces for a particular circumstance), and force presence options. Through regional focus, each MPSRON, and the forces from the associated MEF, can respond worldwide, but remain especially responsive to the theaters that are designated as major theater war (MTW) and smaller scale contingencies (SSC) and supported by operation plans (OPLANs) or contingency plans (CONPLANs).

The adaptive planning process reflects the fundamental change to our post-Cold War military strategy. It encompasses all the instruments of our national power: diplomatic, political, economic, and military. The purpose of this adaptive planning process is to provide decisionmakers with a range of preplanned options in order to clearly demonstrate U.S. resolve, deter potential adversaries, and (if necessary) deploy and employ forces to fight and win, quickly and decisively. For the military component of these options, MPF provides a CINC with a wide range of capabilities to size the force for a particular mission.

Force presence options exist because the MPSRONs are forward-deployed continually, and serve as an ever-present reminder of U. S. capability and resolve. When teamed with amphibious or other forward-deployed naval forces, MPS can enhance a force presence with potent complementary capabilities easily recognized by a potential adversary.

b. Rapid Response

The goal of MPF is to establish a MAGTF ashore as rapidly as possible, and for the MAGTF to be fully operational within 10 days or less following initiation of the off-load. Achieving this rapid response requires positioning MPS in areas of concern so that the chief constraint on force deployment is airlift, not sealift, closure. To maintain the rapid response capability, joint force commanders with directive authority for logistics should not transfer maritime prepositioned equipment and supplies (MPE/S) to other services unilaterally. The MPE/S may be transferred to other services; however, the supported CINC should obtain concurrence from the Commandant of the Marine Corps (CMC) and the Chief of Naval Operations (CNO).

c. Global Capability

In view of our global responsibilities, MPF can provide the flexibility for simultaneous or sequential employment of forces worldwide. To achieve this flexibility, various-sized MAGTFs can be deployed to marry-up with MPE/S. Inherent within the MPF structure is the capability for single- or multi-theater operations.

d. Flexible Command Relationships

Command relationships for the MPF operation will be promulgated by the establishing authority. Command relationships should be as consistent as possible throughout the MPF operation to ensure command continuity and reduce potential confusion; however, the relationships must provide the flexibility to respond to new requirements.

e. Sustainment of Maritime Prepositioning Forces

Sustainment of MPFs is the combination of prepositioned and airlifted materiel. An MPF MAGTF of approximately 18,000 Marines and sailors utilizing a full MPSRON will be capable of a 30-day sustainment. Smaller MAGTFs may be sustained ashore for greater or lesser amounts of time depending on the size of the force, the number of MPS in support of that force, and variables such as—

- Inclusion of an aviation logistics support ship (TAVB)
- Follow-on sustainment shipping

- The length of sea lines of communication
- Host nation support

1007. Concept of MPF Operations

An MPF operation can evolve from a small force (MEU) to a large force (MEF). Planning is continuous throughout the operation. In execution, the operation extends from marshalling through arrival and assembly of the MAGTF and regeneration of the MPF. It involves the elements that comprise the MPF and supporting forces such as the Commander in Chief, United States Transportation Command (USCINCTRANS) with local transportation and deployment support agencies, host nation and supported/supporting CINC assets, and any other support the situation may demand. The geographic scope of the operation will vary, but it is inherently a strategic or intertheater capability.

While MPF operations are conceptually simple, the strategic dimensions of the operation, the number of major commands involved as the force transits from theater to theater (and CINC to CINC), and the intricacies of the Joint Operation Planning and Execution System (JOPES) make the operation extremely complex. The overlap of phases and geographic separations places heavy demands on command elements. The magnitude of an operation may require activation of Navy reserves to conduct the off-load, and Marine Corps reserves to conduct civil affairs and MAGTF operations. It is critical that MPF operations be based on comprehensive, deliberate planning. Development of general purpose contingency plans must establish clear relationships, identify specific areas of responsibility, and provide for effective, efficient communication channels. Deliberate plans will speed mission analysis and the estimate process during crises. Conflicting demands of deployment and employment considerations will dictate a dynamic planning process that must remain responsive to the current situation. Operational planning must begin with a risk/threat assessment to determine whether MPF operations are the appropriate force deployment option. Two other facets of an MPF operation increase its complexity. First, some planning factors will be determined late in the decisionmaking process because of the remoteness of the deployment area and uncertainty of the situation. Second, subsequent operations will have a significant impact on execution planning. Accordingly, commanders must visualize their concept of operations ashore to determine their arrival and assembly plans, which determine their deployment plans.

1008. The MPF's Focus on the MAGTF

An MPF operation begins with the decision to employ an MPF MAGTF and the issuance of the necessary directives to the major participants (e.g., the supporting and supported CINCs and USCINCTRANS). After receipt of an alert/warning order, an initiating directive should be issued by the establishing authority to subordinate commanders. Planning for MPF operations is continuous, but the execution planning phase begins with the assignment of a specific mission. Termination of the arrival and assembly phase of an MPF operation occurs when all prerequisites in the initiating directive are met and the MAGTF is established ashore. The MAGTF is established ashore when—

- Adequate equipment and supplies are off-loaded and issued to arriving units
- Command and control capabilities of the MAGTF are established
- The MAGTF commander is ready to execute the assigned employment mission

The MAGTF commander will report mission readiness to the establishing authority (the commander who published the MPF initiating directive), who will then terminate the arrival and assembly phase. Subsequent MAGTF operations ashore are separate from the MPF operation. After completion of the MAGTF operational mission, the MPF operation resumes with the regeneration of the MPSRON.

1009. Types of MPF Operations

Independent MPF operations are those in which the MAGTF Commander has dual responsibilities as the Marine Corps forces (MARFOR) (service component) commander to a subordinate unified command, joint task force, or multinational force (e.g., NATO). The key discriminator is that the MPF MAGTF remains an independent entity that is not subsumed into another MARFOR.

Augmentation MPF operations are those in which the MAGTF Commander's immediate superior is a MEF, service component, functional component, or task force (e.g., naval, amphibious, etc.) commander.

1010. Phases of an MPF Operation

The five phases in an MPF operation are discussed below. Command relationships for each phase are discussed in chapter 3.

a. Planning

The planning phase begins upon receipt of the warning order. As in any other military operation, planning is continuous throughout an MPF operation. MPF operations are characterized by two planning methodologies: deliberate planning and crisis action planning (CAP). Deliberate planning is conducted principally in peacetime, preparing for future, hypothetical military operations. CAP is conducted in response to present situations that might require a U.S. military response. MPF operational planning is discussed in detail in chapter 4.

b. Marshalling

During the marshalling phase, units organize and complete final preparations for deployment, including the preparation of personnel and equipment, movement to an aerial port of embarkation (APOE), staging, and loading aboard aircraft. The marshalling phase begins on arrival of the first element at a designated marshalling point and ends on departure of the last element from a departure airfield. Marshalling is discussed in chapter 9.

c. Movement

The movement phase consists of the movement of forces by air and sea to the arrival and assembly area (AAA). The movement phase begins on lift-off of the first aircraft from the departure airfield or when the first MPS begin transit to the designated AAA. This phase ends when the last FIE aircraft arrives in the AAA and the last ship arrives at the off-load point. Movement is discussed in chapter 9.

d. Arrival and Assembly

The arrival and assembly phase begins on arrival of the first MPS or the first aircraft of the main body at the designated AAA. This phase ends when; adequate equipment and supplies are off-loaded and issued to awaiting units, command and control is established, and the MAGTF commander reports that all essential elements of the MAGTF have attained combat readiness. Simultaneous or subsequent tactical operations by the MAGTF and movements to those operations are not considered part of the MPF operation. The arrival and assembly phase includes (in no specific order)—

- Initial preparation of an AAA
- Reception of MAGTF, Navy, and Coast Guard personnel and equipment at nearby airfields
- Coordinated arrival and off-load of equipment and supplies from the MPS
- The issue of MPE/S to arriving units
- A provision of local force protection for arrival and assembly

- The establishment of the MAGTF's combat capability (force standup)
- Preparation for the MAGTF mission (e.g., movement of the MAGTF to the tactical assembly area (TAA) or the line of departure (LOD))

NOTE: The arrival and assembly phase is discussed further in chapter 10.

e. Regeneration

During the regeneration phase, the MPSRON is methodically restored to its original strength or properties and full operational capability. Regeneration is conducted as rapidly as possible following the termination of the MAGTF's operational mission. Regeneration is discussed in chapter 11.

1011. Force Protection

Security of the MPS, strategic airlift resources, tactical aircraft, and areas within and surrounding the AAA must be considered throughout MPF operations. Force protection impacts on employment considerations, concept of operations, planning, movement of forces, and all activities in the AAA. A thorough discussion of the related force protection responsibilities and key considerations are provided in chapter 5.

CHAPTER 2

NATIONAL AND MILITARY ORGANIZATIONS AND RESPONSIBILITIES FOR MARITIME PREPOSITIONING FORCES

2001. General

The use of Maritime Prepositioned Forces in support of strategic and military objectives requires timely political and military decisions from an array of organizations, commands, and agencies. MPF is a unified action; therefore, Joint doctrine and terminology is applicable. The definitions and descriptions of the various national agencies and military commands discussed in this chapter are not all inclusive, and are provided as general information for MPF planning purposes. MPF planners requiring more detailed information should consult additional Joint and service specific doctrine.

2002. National and Military Command Structure and Responsibilities

The various agencies, organizations, and commands comprising the national and military command structure for MPF operations, (and their responsibilities), are outlined in the following paragraphs. Specific Joint doctrine, terminology, and definitions are taken primarily from Joint Publication 3-0, *Doctrine for Joint Operations* and Joint Publication 0-2, *Unified Action Armed Forces (UNAAF)*. The MPF organization and command structure, to include specific command relationships, is discussed in chapter 3.

a. National Command Authorities

The National Command Authorities (NCA) consist of the President and the Secretary of Defense or their duly deputized alternates or successors (Joint Publication 0-2). The decision to deploy and employ military forces is ultimately the responsibility of the President. Specific assignments for MPF operations are issued predicated on NCA direction and guidance. The NCA will—

- Provide an initial decision to deploy/employ forces
- Provide a mission statement to the Joint Staff
- Consider requests for mobilization/activation of reserves for MPF operations after consultation with the Joint Staff and Service Chiefs
- Direct support from other departments/agencies
- Provide general guidance/approval of rules of engagement (ROE)

b. Chairman of the Joint Chiefs of Staff

The Chairman of the Joint Chiefs of State (CJCS) serves as the principal military advisor to the NCA, and provides comments and recommendations as to the military options and forces available to include the employment of MPF as recommended by a CINC. Upon a decision by the NCA to deploy/employ military forces, the CJCS—

- Issues appropriate orders to CINCs in accordance with the Crisis Action System (CAS)/Joint Operation Planning and Execution Systems (JOPES)
- Tasks/coordinates services, subordinate Department of Defense (DOD) agencies and appropriate unified commands (e.g., USCINTRANS)

- Recommends (to the NCA) interdepartmental linkages between operational forces and support agencies
- Coordinates and provides advice to the NCA on ROE
- Recommends (to the NCA) activation of reserves as required (e.g., to augment the MAGTF, NSE and NCW)
- Supervises inter-unified command coordination

c. Military Services

The individual services administer, equip, train, and support forces provided to the unified commands. The services—

- Provide support to service components
- Activate reserves as directed by the NCA
- Exercise administrative control (ADCON) of forces through service components

d. Combatant Commanders

MPF operations are conducted under the command of a combatant commander. A combatant commander is a CINC of one of the unified or specified combatant commands established by the NCA. Combatant command (command authority) (COCOM) is the authority of a combatant commander to perform those functions of command over assigned forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction over all aspects of military operations, joint training, and logistics necessary to accomplish the missions assigned to the command. The combatant commander is under the direct command of the NCA. CINCs have overall responsibility to plan contingency deployment and employment of forces in their area of responsibility (AOR). Direct communication between supported/supporting CINCs involved in an MPF operation is essential to ensure clear understanding of what is required and what each is contributing to the operation.

(1) Supported Commander-in-Chief

The supported CINC is the CINC in whose AOR the operation will take place. Supported CINCs are responsible for—

- Determining military options and force requirements
- Executing NCA-issued orders
- Coordinating and facilitating host nation support (HNS) through the U.S. country team
- Issuing specific rules of engagement within the AOR
- Exercising COCOM over assigned forces, and operational control (OPCON) over augmentation forces provided by the other CINCs
- Coordinating overall security and protection of assigned forces
- Allocating resources
- Coordinating with USCINCTrans and supporting agencies and commands

- Coordinating intelligence collection requirements, processing intelligence information, and disseminating to the supported and supporting commanders
- Designating the commander responsible for conducting the MPF operation in conjunction with Marine and Navy service component commanders
- Determining, in broad terms, the area in which the MPF operation is to occur

(2) Supporting Commander-in-Chief

A supporting CINC is the CINC who provides personnel, equipment, supplies, and services to a supported CINC. Supporting CINCs are responsible for—

- Providing input to the supported CINC regarding options
- Providing forces and/or support as required
- Passing HNS requirements of MPF to a supported CINC, if appropriate
- Issuing specific ROE within their assigned AOR
- Providing/coordinating security/defense for MPF and supporting forces in their assigned AOR
- Coordinating the allocation of resources with supported CINC and USCINCTrans
- Providing for exchange and support of liaison linkages with the supported CINC

e. Joint Force Commander

Joint force commander (JFC) is a general term applied to a combatant commander, subunified commander, or a joint task force commander authorized to exercise COCOM or OPCON over a joint force (Joint Publication 1-02, *DOD Dictionary of Military and Associated Terms*).

f. Functional Component Command

A functional component command is a command that is normally, but not necessarily, composed of forces from two or more Military Departments. These may be established across the range of military operations to perform particular operational missions. These missions may last a short time or may extend over a longer period of time (Joint Publication 1-02).

g. Service Component Command

A service component command consists of a service component commander and service forces assigned to a combatant command. Service component commanders are responsible for the internal administration, discipline, training, and logistics support of their service forces.

h. Commander, Marine Forces

The Commander, Marine Forces (COMMARFOR) for either the Atlantic (COMMARFORLANT) or the Pacific (COMMARFORPAC) performs the following tasks at the direction of a combatant commander:

- Provides recommendations to the combatant commander on Marine forces employment for an MPF operation
- Coordinates planning efforts in accordance with priorities and guidance established by higher authority

- Provides deployment support, such as coordinating with USCINTRANS and other supporting commands

i. Fleet Commander-in-Chief

The Fleet CINC for the Atlantic (CINCLANTFLT), or the Fleet CINC for the Pacific (CINCPACFLT), performs the following tasks at the direction of a combatant commander:

- Provides recommendations to the combatant commander on fleet employment for an MPF operation
- Designates and activates the naval forces required to support an MPF operation

2003. Subordinate Naval Forces Type Commanders

Type commanders (TYCOMS) are specific administrative commands responsible for preparing forces for operational assignments. Commanding Generals, Fleet Marine Forces, function as TYCOMs. Unlike Navy TYCOMs, however, the Fleet Marine Forces retain an operational capability and are subject to the operational chain of command of the Fleet CINC.

a. Fleet Marine Forces

The Fleet Marine Force, Atlantic (FMFLANT), and Fleet Marine Force, Pacific (FMFPAC), provide administrative support to train and deploy Marine amphibious forces. FMFLANT/FMFPAC allocates assigned forces when directed by a CINC.

b. Commander, Naval Surface Forces

The Commander, Naval Surface Force, Atlantic (COMNAVLANT), or Commander, Naval Surface Force, Pacific (COMNAVSURFPAC) allocates forces such as:

- Commander, Amphibious Group (COMPHIBGRU)
- Navy support element (NSE)
- Naval mobile construction battalion (NMCB)
- Fleet hospital (FH)

NOTE: The Navy is the service provider of the naval construction force and the fleet hospital. In naval doctrine, the Naval Construction Force (NCF) reports to the MAGTF command element, and deploys as a major subordinate element (MSE) of the MAGTF for operational employment. The FH should report to the MAGTF as an MSE as well. For example, the NMCB would be the fourth MSE to the MAGTF, and the FH would be the fifth MSE. Ultimately, the erection of the FH is dependent on the NMCB, which is typically OPCON to the MAGTF Commander. Placing the FH under the OPCON of the MAGTF Commander as well, simplifies the C2 structure.

c. Commander, Military Sealift Command

The commander of the Military Sealift Command (MSC) provides administrative direction and support of the MPSRON through close coordination with the civilian operating companies to satisfy extraordinary requirements generated by operational considerations. The MSC commander also exercises ADCON, via MSC area commanders, to coordinate logistics and administrative support for MPSRONS (including personnel training, material readiness, doctrine, ship characteristics and budget). Additionally, the MSC commander provides deployment support, as required.

d. Commander, Naval Air Force

The Commander, Naval Air Force, Atlantic (COMNAVAIRLANT), or the Commander, Naval Air Force, Pacific (COMNAVAIRPAC) provides support of Marine aviation and allocates missiles during naval operations.

e. Operational Commanders

(1) Commanding General, Marine Expeditionary Force

The following tasks are the responsibility of the MEF Commander. If the MPF operation involves units from more than one MEF, the MAGTF Commander should discuss requirements to eliminate duplication.

- Plans, executes, and supports MAGTF operations as directed
- Establishes, in accordance with policies of higher authorities, deployability postures of units and elements for MPF deployment. Readiness, preparation, and support of units and elements for deployment are the responsibility of the parent division, wing, or force service support group, or in their absence, such other commands as the MEF Commander may designate
- Liaisons with USCINCTRANS and other supporting commanders as directed
- Specific functions include the following:
 - Determines and assigns the appropriate MAGTF for the MPF mission
 - On receipt of warning or alert order, shifts OPCON of assigned forces to the MAGTF
 - Reviews the MAGTF Commander's proposed course of action (COA), commander's estimate, concept of operations, and employment and deployment plans
 - Activates the force movement control center (FMCC)
 - Directs activation of the logistics movement control centers (LMCC) and other movement control organizations
 - Directs the deployment of a MAGTF in conjunction with the MAGTF commander's concept of deployment and operations
 - Coordinates the deployment of forces and sustainment provided to the MAGTF Commander by commands/agencies external to the MARFOR. (This includes the airlift requirements of naval elements supporting the MAGTF (e.g., NSE, NCW, etc.). The sequencing of the naval support units must be phased into the AAA to support the force standup of the MAGTF. Therefore, the MAGTF Commander must decide the appropriate deployment window for these units. Normally, the NSE and NCW units are part of the advance party)
 - Provides liaison to external commands and agencies as required
 - Provides public affairs guidance
 - Evaluates existing plan(s) to determine if they can serve as a base point, and identifies units available for deployment tasking
 - Assists the MAGTF Commander with review of applicable database development guidance provided by higher headquarters
 - Responds to direction from higher headquarters in regards to plan formulation, task organization, and the establishment or revision of the deployment database

- Assists the MAGTF Commander in analysis of time-phased deployment plans for use in COA development
- Participates, as directed, in the COA development process of a supported CINC
- Directs and/or coordinates deployment database development to include time phasing and prioritization of forces/sustainment. Determines mode and source of transportation for all movement segments (origin to Port of Embarkation (POE), POE to Port of Debarkation (POD), POD to destination) for each COA
- Directs and coordinates preliminary determination of quantities of basic prescribed loads and accompanying supplies, and initiates preparations for release of war reserve material through the war reserve system
- Coordinates the Marine Corps Base (MCB) and Marine Corps Air Station (MCAS) support deploying elements of the MPF

(2) Numbered Fleet Commander

Numbered fleet commander refers to the 2nd, 3rd, 5th, 6th, and 7th fleets. Numbered fleet commanders perform the following tasks at the direction of a joint forces commander, service or functional component commander, or other appropriate authority.

- Exercises operational control over assigned Navy forces
- Identifies additional support requirements to higher authority
- Task-organizes Navy forces for the MPF operation
- Requests, coordinates, and directs support forces as appropriate
- Provides force protection for Navy forces and the MPSRON

(3) MPF Forces. See Chapter 3.

2004. Supporting Organizations and Agencies

The execution of MPF operations requires the support of many diverse organizations and agencies external to the MPF.

a. Commander-in-Chief, United States Transportation Command

- Coordinates strategic deployment of forces assigned to (or in support of) the unified commander
- Provides airlift support for MPF operations, to include coordinating enroute aerial refueling of the MAGTF flight ferried aircraft and strategic airlift as required
- Military Sealift Command (MSC) is responsible for administrative control and support of MPSRONs
- Military Traffic Management Command is responsible for coordinating common user surface transportation within the continental United States (CONUS) and common user ports worldwide

b. Supporting Establishments

Marine Corps and Navy supporting and shore establishments provide support and assist deployment of forces as directed and/or coordinated by appropriate authority.

c. Marine Corps Logistics Base, Albany, Georgia

Marine Corps Logistics Base, Albany, has primary responsibility for the material readiness of maritime prepositioned material prior to its commitment in an MPF operation. This includes contract maintenance and logistics support of MPE/S aboard the MPSRON as well as a technical assistance and advisory team to provide transitional assistance to employing forces. Blount Island Command, a major subordinate command of Albany, is tasked as the executive agent for MPF maintenance operations.

d. Air Combat Command

Air Combat Command (ACC) may provide enroute aerial refueling capabilities for the MAGTF fixed-wing flight ferry. The Marine air wing Self-Deploying Aircraft Control Center will coordinate enroute aerial refueling with the AMC and ACC.

CHAPTER 3

MPF ORGANIZATION, RESPONSIBILITIES, AND COMMAND RELATIONSHIPS

3001. General

The overarching purpose of the Maritime Prepositioning Force (MPF) is to enable the rapid deployment and establishment of a MAGTF in support of national objectives. A key feature of MPF is its inherent capability to respond to a variety of contingencies ranging from humanitarian assistance to a major theater of war. MPF command relationships are based on joint doctrine, and focused on incorporating MPF into naval, joint, and multinational operations with a flexible command and control structure that ensures the employment of MPF to greatest advantage.

An MPF is a temporary organization established by an establishing authority, and at a minimum, is comprised of a MAGTF and assigned Navy forces under the MAGTF command element, and Navy forces and a MPSRON under the command of the Commander, Maritime Prepositioning Force (CMPF). (See figure 3-1.) Any MAGTF, from a MEU to a MEF, is able to employ the equipment and supplies contained in the MPSRON. The characteristics and responsibilities of the various elements of the MPF organization are discussed below.

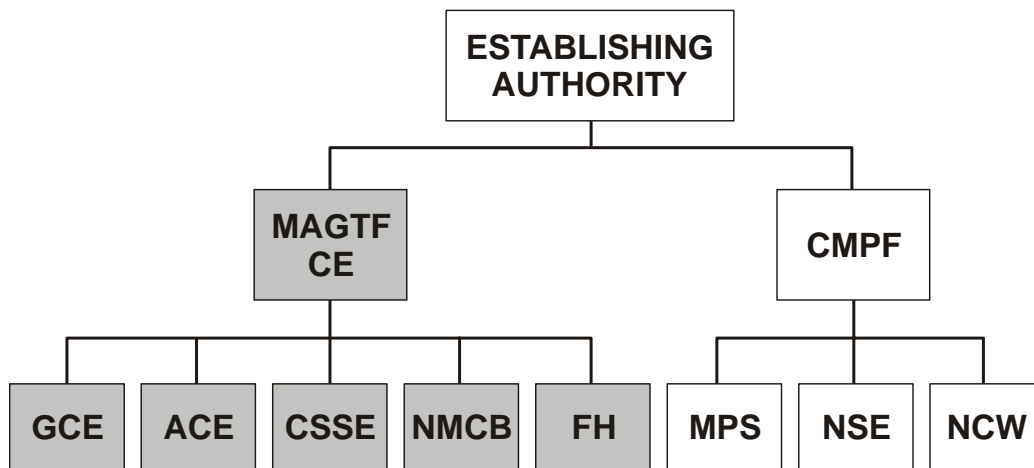


Figure 3-1. MPF Organization

3002. Establishing Authority

The establishing authority is the common superior commander of the CMPF and MAGTF commanders. The establishing authority may be a joint task force (JTF) commander, subordinate unified commander, functional component commander, service component commander, subordinate naval commander (i.e., numbered fleet commander, MEF commander), or multinational commander. The establishing authority deploys and employs MPF forces. As the

commander delegates responsibility for the MPF operation and the MAGTF employment mission, the establishing authority normally has OPCON of all assigned forces as well as the authority to exercise general direction of the supporting effort. Some of the establishing authority's responsibilities include—

- Issuing an initiating directive
- Establishing command relationships within the MPF
- Designating the time to commence movement of the MPSRON and the FIE (establishing C-day)
- Approving MAGTF AAA and regeneration plans
- Coordinating intelligence collection, processing, and dissemination
- Establishing the Force Protection Operations Center (FPOC) and designating a force protection officer (FPO) to coordinate and integrate all force protection functions and activities
- Designating force protection functions to the appropriate subordinates. Airward force protection responsibilities may be delegated, retained, or subsumed by higher headquarters depending on forces available
- Approving termination of the MPF operation
- Coordinating force disposition instructions upon completion of the MPF operation

3003. MAGTF Organization

A MAGTF is typically comprised of four core elements; however, the MPF MAGTF also contains—

- Command Element
- Ground Combat Element
- Aviation Combat Element
- Combat Service Support Element
- Naval Mobile Construction Battalion
- Fleet Hospital

a. Command Element

The command element (CE) is the MAGTF headquarters, consisting of the MAGTF commander and staff. The CE provides command, control, and coordination essential for the effective planning and execution of operations by the other three elements of the MAGTF.

b. Ground Combat Element

The ground combat element (GCE) is task-organized to conduct ground operations. It is constructed around an infantry unit, and includes combat support units such as artillery and armor.

c. Aviation Combat Element

The aviation combat element (ACE) is task-organized to provide all or part of the functions of Marine Corps aviation based on the tactical situation and the MAGTF mission and size. The expeditionary airfield (EAF) is controlled by the ACE. The primary mission of the EAF is to provide a tactical airfield for Marine Corps aircraft. The secondary missions are to increase the sortie generation rate for carrier naval aviation, and a terminus for sustainment provided by strategic and intratheater airlift.

d. Combat Service Support Element

The combat service support element (CSSE) is task-organized to provide the full range of combat service support necessary to accomplish the MAGTF mission.

e. Naval Mobile Construction Battalion

The naval mobile construction battalion (NMCB) provides deliberate engineering support to the MAGTF, to include major horizontal and vertical construction, facilities repair, and other general engineering support. The NMCB provides a standardized and interoperable construction capability using various packaged equipment modules called T/A-57. T/A-57 contains three "core modules" (T/A-91), one "basic module" (T/A-92), and one "heavy module" (T/A-93). Each core module contains civil engineering support equipment (CESE), tool assemblies, and support gear for 250 Seabees. The basic module and one core module contain major vertical construction capabilities. The heavy module and one core module contain major horizontal construction capabilities. The NMCB table of organization and allowance is comprised of T/A-57 plus the FIE. The NMCB can also form the advance echelon of a naval construction regiment (NCR).

f. Fleet Hospital

The fleet hospital provides Level III and general medical support to the MAGTF through a 500 bed hospital.

3004. MAGTF Commander

The MAGTF Commander, a U.S. Marine Corps officer identified in the initiating directive, has OPCON of Marine Corps and Navy forces assigned to the MPF MAGTF. Some of the MAGTF commander's responsibilities include—

- Preparing an arrival and assembly plan in coordination with CMPF
- Establishing the arrival assembly operations group (AAOG)
- Coordinating time-phased arrival of MPF elements and control measures within the AAA with CMPF
- Planning and coordinating strategic airlift of the fly-in-echelon to include NSEs
- In some cases, designating the landward security officer (LSO), or assigning LSO tasks to a subordinate commander
- Recommending, in coordination with CMPF, termination of the MPF operation to the Establishing Authority
- Coordinating the establishment of a fleet hospital with the program manager, fleet hospital program, if the MPF mission so requires
- Establishing the MAGTF movement control center
- Documenting/manifesting MAGTF personnel, equipment, and supplies
- Assigning liaison personnel to the FMCC and LMCC agencies as required
- Establishing a unit movement control center (UMCC) as required and submitting UMCC reports to the LMCC
- Coordinating embarkation of forces aboard ships, strategic airlift, and intra-theater lift

3005. Navy Component Organization

The Navy MPF component is comprised of four key elements:

a. Command Element

The command element consists of the CMPF and the associated staff. The CMPF and staff originate from a standing Navy organization complete with command and control capabilities.

b. Maritime Prepositioning Ship Squadron

An MPSRON consists of a group of civilian-owned and civilian-crewed ships chartered by Military Sealift Command loaded with prepositioned equipment and 30 days of supplies to support a MAGTF.

c. Naval Support Element

The NSE is composed of naval beach group staff and subordinate unit personnel, a detachment of Navy cargo handling force personnel, and other Navy components as required. The NSE is typically divided into two groups; one group comprising the beach party group of the landing force support party (LFSP), and the other group—which performs shipboard duties for the off-load and ship-to-shore (STS) movement of the MPE/S.

d. Naval Coastal Warfare

The NCW element provides the CMPF a broad array of command and control and force protection capabilities for harbor approach defense, harbor defense, and port security. Naval coastal warfare resources consist of both active and reserve component Navy and Coast Guard units and personnel. The specific NCW organization will vary with the situation. The following are some of the typical subordinate elements.

- A harbor defense command unit is a deployable C4I unit whose core competency is as a harbor defense commander's command center staff. The harbor defense command unit utilizes a mobile ashore support terminal, which provides an extensive C4I capability.
- A mobile inshore undersea warfare unit (MIUWU) is a deployable mobile tactical element of IUW forces comprised of surveillance and C3, mobility, logistics, and administrative support elements.
- An inshore boat unit is a deployable, armed, small craft unit that provides small craft security support.
- A port security unit (PSU).

3006. Commander, Maritime Prepositioning Force

The CMPF, a U. S. Navy officer identified in the initiating directive, has OPCON of all MSC and Navy forces assigned to the MPF, except those Navy forces that are assigned to the MAGTF. The CMPF's responsibilities include—

- Coordinating airlift of NSE elements with the MAGTF Commander
- Coordinating time-phased arrival of MPF elements and control measures within the AAA with the MAGTF Commander
- Designating the seaward security officer
- Coordinating termination of the MPF operation with the MAGTF Commander.

3007. Commander, Maritime Prepositioning Ship Squadron

The COMPSRON is the principal advisor to the CMPF with respect to ship matters including administration, training, readiness, doctrine, employment, ship characteristics, and tactical requirements. The COMPSRON's responsibilities include—

- Providing technical assistance for operations involving the MPSRON
- Evaluating readiness of assigned ships
- Conducting MPF planning and MPS operations as directed
- Conducting training in command and control
- Developing and improving operational procedures for MPSRON support
- Monitoring contractor arrangements for husbandry of assigned ships
- Developing self-defense/internal ship security and requesting support as needed
- Acting as the MSC executive agent in base support matters as directed
- Serving as a consular representative for Merchant Marine matters
- Coordinating port service requirements for the MPSRON
- Supporting security in the AAA as directed by CMPF/ SSO
- Arranging for refueling of the MPSRON
- Providing billeting and messing for the off-load preparation party and off-load control unit

3008. Commander, Naval Support Element

The Commander, naval support element (CNSE) commands elements of the naval beach group (NBG), Navy Cargo Handling and Port Group (NAVCHAPGRU), and other elements as assigned. The CNSE and associated staff originate from the NBG, complete with organic command and control capabilities. The CNSE's responsibilities include—

- Participating in off-load planning and conducting the off-load in coordination with the MAGTF Commander and COMPSRON
- Coordinating activities between the beach party team and the LFSP
- Exercising OPCON over USMC OPPs and debarking teams provided by the MAGTF
- Recommending naval reserve augmentation requirements to the Fleet CINC via the CMPF.

3009. Commander, Naval Coastal Warfare Command

Duties of the Commander, naval coastal warfare command include—

- Participating in force protection planning and conducting force protection operations as directed by CMPF
- Coordinating force protection activities with the seaward security officer

- Exercising OPCON over subordinate elements comprising the NCW
- Recommending naval reserve augmentation requirements to the Fleet CINC via the CMPF

3010. Formation of an MPF and Its Initiating Directive

Typically, a CINC (in coordination with the subordinate component commanders, and as directed by the NCA) initiates an MPF operation and the subsequent MAGTF operations. The MPF initiating directive provides essential information concerning the MPF operation. An initiating directive is issued by, and at the discretion of, the establishing authority. If a separate initiating directive is not published, the required information listed below may usually be found in warning orders, execution orders, and operational plans. Additionally, if the MPF operation augments an amphibious operation, the MPF mission and appropriate command relationship guidance is included in the amphibious operation initiating guidance. The initiating directive should include, but is not limited to, the following information (see appendix E for a sample format):

- Purpose of the MPF deployment and employment
- Assignment of Navy and Marine forces
- Identification of the MAGTF Commander
- Identification of the CMPF
- Command relationships for the MPF operation, including conditions for transition of command relationships if necessary
- Required dates for the commencement and completion of MPF operations
- General location of the AAA and the MAGTF area of operations
- Identification of AMC planning headquarters
- Logistics instructions regarding support responsibilities in the objective area
- Availability of US/multinational support in and out of the objective area
- Communications instructions
- Estimated closure time of the MPSRON to the AAA
- Force protection guidance, taskings, and responsibilities
- Instructions regarding the MPSRON and NSE upon completion of the arrival and assembly phase

3011. MPF Command Relationships

There are four command relationships: combatant command (COCOM), operational control (OPCON), tactical control (TACON), and Support (Joint Pub 0-2). COCOM can only be exercised by combatant commanders, and cannot be delegated. OPCON, which is inherent in COCOM, can be delegated, as can TACON and Support. In MPF operations, the establishing authority may be delegated OPCON or TACON of the MAGTF Commander and CMPF by the combatant commander. The establishing authority is responsible for establishing command relationships and the command and control structure for the MPF operation.

The command relationship established between the MAGTF Commander and the CMPF is a key decision, and should provide for unity of effort, simplicity and flexibility. Ultimately, the command relationship between the MAGTF Commander and the CMPF should be predicated upon the establishing authority's assessment of mission requirements. It should provide a clear, well defined, and easily understood command channel with the requisite authority to prosecute the MPF operation in a timely, efficient, and effective manner. While the establishing authority normally has OPCON or TACON of subordinate forces, the relationship between the CMPF and MAGTF Commander is normally TACON or Support.

a. Tactical Control Command Relationships

TACON may be delegated to, and exercised at, any level at or below the level of combatant command (Joint Pub 0-2). TACON is typically limited to the detailed and usually local direction and control of forces necessary to accomplish assigned taskings. TACON provides sufficient authority for controlling and directing the application of force or tactical use of combat support assets. TACON can be delegated by the establishing authority to subordinate commanders within the MPF. For example, a TACON command relationship between the MAGTF commander and the CMPF may be appropriate when the establishing authority decides that, because of the threat, timing, or the nature of the mission, it is necessary (for at least part of the operation) for one element to have a significant degree of control over the other.

b. Support Command Relationships

Each subordinate element of the joint force can support or be supported by other elements. A supporting relationship is established by a superior commander between subordinate commanders when one organization should aid, protect, complement, or sustain another force (Joint Pub 3-0). A support command relationship between the MAGTF Commander and the CMPF may be appropriate when the establishing authority decides that the mission and associated taskings do not require one force to have TACON of the other. The establishing authority is responsible for ensuring that both the supported and supporting commander understand the degree of authority the supported commander is granted (Joint Pub 0-2). The categories of support are as follows:

- Mutual support is the action that units render each other against an enemy because of their assigned tasks, their position relative to each other (and to the enemy), and their inherent capabilities.
- General support is the action that is given to the supported force as a whole rather than to a particular subdivision thereof.
- Direct support is a mission requiring a force to support another specific force and authorizing it to answer directly the supported force's request for assistance.
- Close support is the action of the supporting force against targets or objectives that are sufficiently near the supported force so as to require detailed integration or coordination of the supporting action with fire, movement, or other actions of the supported force.

c. Establishing Supported and Supporting Roles

Since the essential purpose and primary focus of an MPF operation is the establishment of a MAGTF fully prepared to execute an employment mission, then in a broad sense the CMPF supports the MAGTF. The establishing authority may decide that a specified support relationship between the MAGTF Commander (supported) and the CMPF (supporting) should be established for the duration of an MPF operation. However, there may be certain requirements in a phase of an MPF operation that may mitigate against such a generality, and may require the support relationship to change from phase to phase. For example, during the movement phase the CMPF relies on the MAGTF Commander for coordinating the air transportation of the NSE. In another, the CMPF's critical responsibility during the arrival and assembly phase is the off-load of the MPSRON, a tasking that cannot be accomplished without assistance from MAGTF elements such as the LFSP. In these two instances the MAGTF is providing support to the CMPF.

While a support relationship is a viable command authority, it is incumbent upon the establishing authority to make clear in the initiating directive the requirements for support, who is supporting whom, and the parameters for transitioning this command relationship. It should also include—

- The forces and other resources allocated to the supporting effort
- The time, place, level, and duration of the supporting effort
- The relative priority of the supporting effort
- The authority, if any, of the supporting commander to modify the supporting effort in the event of an exceptional opportunity or an emergency
- The degree of authority granted to the supported commander over the supporting effort

d. MPF Command Relationships, Responsibilities, and Actions by Phase

(1) Planning Phase

- The MAGTF Commander and the CMPF report to the establishing authority for planning
 - MAGTF Commander: OPCON to MARFOR
 - CMPF: OPCON to the NAVFOR/numbered fleet commander
 - NMCB and FH Commanders: OPCON to the MAGTF Commander
- The COMPSRON, CNSE and CNCW report to the CMPF for planning
 - The COMPSRON: OPCON to the numbered fleet commander, and ADCON to the COMSC through the MSC area commander
 - CNSE: OPCON/ADCON to the numbered fleet commander
 - CNCW: OPCON/ADCON to the numbered fleet commander
 - The MAGTF Commander publishes the employment operations order (OPORD), arrival and assembly plan, and the deployment letter of instruction (LOI)
 - The MAGTF Commander and the CMPF coordinate departure of the survey, liaison, and reconnaissance party (SLRP) and the OPP

(2) Marshalling Phase

- The CMPF and the MAGTF Commander are chopped OPCON or TACON to the establishing authority
- The COMPSRON, CNSE and CNCW chop OPCON to the CMPF
- The CMPF coordinates marshalling of the NSE, NCW, etc. with the MAGTF
- The CNSE assigns personnel to the SLRP and OPP, and coordinates with the MAGTF commander for marshalling and movement
- The MAGTF Commander has OPCON of all Marine forces

- The MAGTF Commander assembles the SLRP and OPP for movement
- The MAGTF Commander coordinates, assembles, and supports airlift of the MPF FIE with the tanker airlift control element (TALCE) via the departure airfield control group (DACG) at the APOE
- The COMPSRON continues coordination with the MAGTF commander and the CMPF

(3) Movement Phase

- The CMPF coordinates movement of the MPSRON
- The MAGTF Commander coordinates movement of all FIE elements

(4) Arrival and Assembly Phase

- The MAGTF Commander retains OPCODE of all MAGTF elements, and provides forces either TACON to, or in support of, the CMPF to facilitate the off-load
- The CMPF retains OPCODE of assigned Navy elements and the MPSRON, and conducts off-load operations according to priorities established by the MAGTF Commander
- The CNSE conducts the ship-to-shore movement of MPE/S
- The MAGTF Commander is responsible for the throughput of MPE/S from the beach and port to the unit assembly areas
- The MAGTF Commander prepares for the operational mission

NOTE: The AAA phase/MPF operation ends when the MAGTF Commander is prepared to undertake the MAGTF employment mission. The MPF operation resumes when the MAGTF employment mission concludes and the establishing authority authorizes the MAGTF Commander and CMPF to begin regeneration activities.

(5) Regeneration Phase

- The MAGTF Commander and the CMPF coordinate the regeneration of the MPSRON. Regeneration must be accomplished as efficiently and effectively as possible
- The MAGTF Commander and the CMPF coordinate and support the redeployment of the MPF

CHAPTER 4

PLANNING FOR MPF OPERATIONS

4001. General

Planning for an MPF operation is, by any measurement, unique and extensive. The importance of an MPF as a national strategic asset, the complexity of MPF operations, and the expense associated with an MPF combine to require a family of plans that detail every conceivable nuance. While all military operations should be based on thorough planning, it is absolutely essential that MPF planning be timely, detailed, concurrent, continuous and well coordinated among the numerous elements that must work together to make an MPF operation successful. This chapter provides planning information and considerations unique to MPF operations.

4002. Planning Doctrine

MPF operations are a Joint undertaking, and planning is done in accordance with Joint Doctrine and planning systems. For instance, an MPF operation depends on extensive support from the Joint Deployment System (JDS), most notably, the AMC of USCINCTRANS. Deployment planning requires the use of JOPES, which also supports the planning effort for both contingency (deliberate) planning and execution (time sensitive or crisis) planning. Key planning documents include:

- Joint Publication 5-0, *Doctrine for Planning Joint Operations*
- Joint Publication 5-03.1, *Joint Operation Planning and Execution System, Vol. I*
- Naval Doctrinal Publication (NDP) 5, *Naval Planning*
- Naval Warfare Publication (NWP) 5-01, *Naval Operational Planning*
- Marine Corps Doctrinal Publication (MCDP) 5, *Planning*. (This manual supplements the various other publications and provides an MPF with specific planning guidance.)

4003. Concurrent and Continuous Planning

While the thrust of MPF JOPES-related planning is concerned with deployment, planners must understand that quality deployment plans are ultimately the result of exceptionally detailed employment, arrival and assembly, regeneration, redeployment and sustainment plans. Therefore, MPF element commanders must plan concurrently for deployment, employment, and sustainment operations, which results in a wide array of plans. Planning is continuous and overlapping throughout the five phases of MPF operations (see figure 4-1).

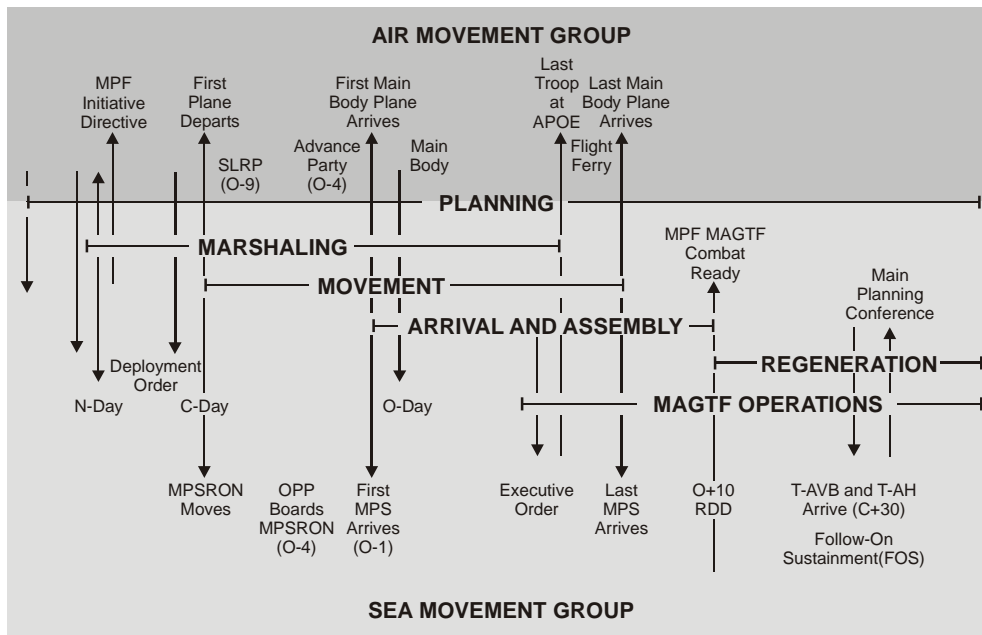


Figure 4-1. Phases of MPF Operations

4004. General Planning Overview

a. Contingency Planning

A contingency plan is a CINC'S estimate of how to deploy and employ forces for a hypothetical military operation— the exact nature and scope of which is unknown. Contingency plans serve as the basis for execution planning as crises develop, and as certain factors such as enemy intentions, U.S. political and military objectives, and multinational concerns are better known.

Each CINC uses JOPES procedures to develop contingency plans in accordance with tasks and priorities established in the Joint Strategic Capabilities Plan. One of the objectives of JOPES is to apportion common-user transportation for specific plans.

Service participation in JOPES processes aims to ensure that service capabilities are employed to the best advantage, and that service requirements for common-user strategic mobility assets are identified. Initial service deployment data is based on force requirements developed during deliberate planning or the course of action development phase of time-sensitive planning. All air and sea movement requirements are registered in the time-phased force and deployment data (TPFDD). This data is tailored for actual missions in execution planning.

All service components develop plans to support a CINC's contingency plan. These plans fall into two categories: plans for operations in a specific geographic region (OPLAN), or general deployment plans regardless of mission or objective area (CONPLAN). The MPF capabilities are planned to be employed in the majority of the deliberate plans.

b. Planning for Operations in a Specific Geographic Region

Commanders must coordinate the planning effort. They must provide coordination and control over the MPF FIE, MPSRON, logistics pipeline, and if required or employed, FOS, aviation logistics support ship (T-AVB), and hospital ship (T-AH). Proper time phasing is essential to avoid throughput congestion at the available ports, beaches, and airfields. Specific area-oriented contingency plans permit the collection of detailed information regarding the objective area, airfields, ports, beaches, and facilities useful for MPF deployment. Each MARFOR and MEF should be able to identify their warfighting priorities for each OPLAN or CONPLAN and translate these priorities into embarkation requirements for the MPF maintenance cycle subject to the limits of the MPS. See chapter 12 for additional information.

c. General Deployment Planning

In the absence of specific CJCS-tasked planning requirements, and to provide a starting point for execution planning, potential MPF commanders should develop contingency plan-based deployment plans. Deployment planning consists of ascertaining the mission, developing a concept of operations, and analyzing the various planning documents (e.g., MCBul 3501, NAVMC 2907). **Deployment is not the objective, but rather a means to an end. The MAGTF employment mission dictates what to deploy and how to employ it.**

d. Joint Operation Planning and Execution Systems

Joint Operation Planning and Execution Systems (JOPES), Volume I, contains the general formats and contents of operation and concept plans. The MAGTF Commander develops a TPFDD that reflects MAGTF airlift requirements. The CMPF provides TPFDD for the Navy FIE to the appropriate Fleet CINC. The MAGTF Commander is responsible for integrating the CMPF TPFDD with the MAGTF TPFDD to ensure coordinated arrival and assembly operations. These notional TPFDDs are based on notional delivery timelines. Notional destinations are included pending execution planning. Execution planning completes the process through updates of the notional TPFDD utilizing standard JOPES procedures. The updated TPFDD then serves as a means for:

- Registering the MPF FIE and FOS airlift requirements with the AMC
- Providing the composition of the MPF to military commanders at all levels
- Registering the FOS sealift requirements with the MSC

e. MPF Subordinate Commanders

Effective planning requires the participation of the primary MPF subordinate commanders. Based on the MAGTF Commander's requirement for the sequential establishment of operational capabilities in the objective area, the various element commanders recommend TPFDD updates during both deliberate and crisis action time-sensitive planning. Build-up of combat service support (including NSE) and command and control must precede the introduction of combat elements in order to conduct the off-load. MPE/S should be issued before the MAGTF prepares for subsequent operations ashore.

f. Flexible Planning

The MAGTF prepares an arrival and assembly plan for the timely off-load and issue of MPE/S in the AAA. A deployment plan is developed as a flexible, easily modified plan that supports arrival and assembly. When completed, the plans are incorporated into an operation order during execution planning. Execution planning features reverse planning based on the ultimate operational employment of the MAGTF. A specific mission and the force required to achieve mission objectives requires modifications to the TPFDD. Those modifications and the available port/beach/airfield facilities in the AAA will influence the deployment and arrival and assembly plans.

g. Prospective AAA Assessments

CINCs, in conjunction with Service component commanders, should develop data on prospective AAAs. Information concerning port, beach, and airfield facilities; availability of hardstand and warehousing for assembly, staging and storage areas;

water, power, and local communications; and prospective host nation support is required for planning. This is a long-term collection effort with continuous file maintenance requirements.

h. Refinement of MPF Load Plans

MPS load plans must be continually assessed by MEF Commanders, and these assessments provided to the coordinating authorities. The need to adjust load plans and TPFDDs will change as new equipment is introduced. Adjustments can be made during ship maintenance cycles or following MPF exercises, and should principally be based on the MEF Commander's warfighting priorities.

i. Use of the Contingency Plan

Once a contingency plan is prepared and approved, it serves as the basis for refinement and preparation necessary to execute that plan. The assessment of the situation continues, and intelligence planning and collection efforts (e.g., reconnaissance and surveillance taskings) focus on essential elements of information to verify or refute assumptions. Major changes in a situation require review of the mission and reexamination of the commander's concepts of employment, deployment, and organization. As appropriate, the plan is revised or dismissed and a new planning sequence initiated.

j. Execution Planning

Execution planning prepares for the actual commitment of forces when conflict is imminent. At the national and combatant command level, this includes crisis action procedures established in JOPES. At theater and task force level, it includes preparation for deployment and initial employment of forces. Execution planning provides the transition from peacetime posture to the conduct of military operations. Time available for execution planning is generally very compressed, and may require abbreviation of steps and procedures throughout the planning process. Availability of current contingency plans and unit SOPs is essential to timely execution planning. A supported CINC or designated representative will make and promulgate the eight basic decisions that begin the planning process.

4005. Basic Decisions

Decisions must be made on the following matters before beginning detailed planning. See figure 4-2 for a sample of a basic decisions matrix.

<u>Basic Decision</u>	<u>MAGTF</u>	<u>CMPF</u>
1. Mission	P	S
2. Command Relationships	C	C
3. Concept of Operations Ashore	P	
4. Concept of Arrival and Assembly Operations	P	S
5. Concept for Deployment	P	S
6. Special Considerations	C	C
7. Control Measures	C	C
8. Force Protection	C	C
P-primary S-secondary C- co-equal		

Figure 4-2. Sample Basic Decisions Matrix for MPF Operations

a. Mission

In initiating an MPF operation, the establishing authority determines the MAGTF mission. **The MAGTF mission is the basis for all further planning of the MPF operation as a whole.** The MPF mission focuses on the expeditious deployment and assembly of forces to meet the requirements of the MAGTF Commander. The initiating directive usually delineates the general area of operations, required tasks of the MAGTF, general time period for the deployment, required time for operational capability, time constraints on deployment operations (e.g., availability of aircraft), and estimated duration of tactical operations.

b. Command Relationships

Command relationships should be established that will minimize disruption of command and control of MPF operations during the transition from planning through deployment and execution phases. Supported and supporting CINCs normally include command relationships in their operations directives.

c. Concept of Operations Ashore

The concept of MAGTF operations ashore is derived from the MAGTF mission. This concept determines the conduct of the MPF operation. On receipt of a mission, the MAGTF Commander conducts a mission analysis and establishes a basic concept of operations. This concept is coordinated with CMPF, and submitted to the establishing authority for approval. The concept of operations ashore provides the following:

- Objectives
- Scheme-of-maneuver ashore
- General fire support plan
- Concept for logistics support
- Concept for aviation operations
- Warfighting priorities
- Force list and preferred arrival sequence

d. Concept of Arrival and Assembly Operations

This concept consists of the basic sequence for arrival and assembly, selection of off-load sites, procedures for command and control, and a proposal for off-load of supplies and equipment to include bulk liquids. Development of this concept is dictated by the mission, geography, topography, available facilities, and the concept for MAGTF operations ashore. The MAGTF Commander develops the arrival and assembly plan, in coordination with the CMPF, and submits it to the establishing authority for approval. The AAA is established in the initiating directive, and must be supportable by both CMPF and USCINTRANS.

(1) Over the Shore

The CMPF, in coordination with the MAGTF Commander, determines beaches and/or ports for off-load. The primary consideration of the CMPF in the selection of ports and beaches will be the MAGTF Commander's concept of operations ashore.

(2) Arrival Airfield

The establishing authority, based on the recommendation of the MAGTF Commander, selects the arrival airfield. This choice will be approved by USCINTRANS based on supportability. Identification of the arrival airfield must be considered in conjunction with port and beach selection. Detailed considerations are contained in Chapter 7.

(3) Arrival and Assembly Areas

The MAGTF assembly areas are selected by the MAGTF Commander to support expeditious assembly of forces and transitions to follow-on operations.

(4) Anchorages

Explosive safety quantity distance (ESQD) arcs, anchorage depth, bottom type, currents, and distance to shore must be considered when anchorages for MPS are assigned.

e. Concept for Deployment

After the basic plans for operations and arrival and assembly are formulated, a deployment plan is developed. It includes:

- Marshalling concept
- Movement concept
 - Air Movement
 - Sea Movement
 - Flight Ferry
- SLRP and OPP considerations

f. Special Considerations

Special considerations include measures required to preclude interference and ensure expeditious arrival and assembly of deploying forces. These measures consist of assigning areas of responsibility (AOR) ashore and designating coordinating authorities, main supply routes, intermediate staging areas, etc. The MAGTF Commander normally determines these measures once basic decisions with regard to off-load and reception sites are established. One such measure is the establishment of the AAA. Moreover, the AAA must be approved by the establishing authority in conjunction with the Host Nation (HN). The AAA is administrative in nature and does not denote command of a geographic land area. Such an area may be inside an amphibious objective area (AOA) or a joint operational area (JOA). Within the AAA, the MAGTF Commander is responsible for the following:

- Prioritization and use of airfield(s), port and beach facilities, and transportation networks
- Air Traffic Control (ATC)
- Logistics/Host Nation activities

g. Control Measure Responsibility

Control measures also establish responsibilities for emergency defense and rules of engagement. These measures are ultimately the responsibility of the CINC (in coordination with the country team) who is responsible for the area of operation.

h. Force Protection

Special considerations also include measures specifying security responsibilities including an emergency defense of the MPF during movement and arrival and assembly. These measures range from establishment of various security or exclusion zones under international law (as in the case of and independent MPF operation) to a more traditional AOA for an augmentation operation. These control measures clearly define mission responsibilities for the following:

- Air space control
- Area air defense
- Ground security
- Sea security areas
- Fire support coordination

4006. Initial Crisis Planning Actions and Responsibilities

The following initial planning actions and responsibilities, many unique to MPF operations, are grouped in various crisis planning phases. Planning responsibilities range across all levels of command, from the NCA through MPF elements.

a. Warning Phase

The warning phase is the period of time between recognition of a crisis and an NCA decision to begin planning for military action. Consistent with CJCS CAP, activities during the warning phase normally begin with promulgation of a CJCS warning order. This order usually sets a deadline for the submission of a response to CJCS by the supported CINC and USCINTRANS.

(1) CINC/Establishing Authority/Service Component Commanders Planning

The warning order generates initial appraisals of military options and capabilities. The supported CINC provides supplementary details for the MAGTF's mission refinement and identification of alternative courses of action, either through modification of an existing contingency plan or development of new options. Service components and other supporting commands are tasked to provide advice—focusing on alternative courses of action, constraints, and identification of major combat forces and transportation requirements. Numbered fleet commanders report capabilities and limitations to FLTCINCs and assist in development of Navy courses of action. Based on the available information, the supported CINC constructs a commander's estimate for submission to CJCS. USCINTRANS examines preliminary movement data, assesses requirements, and prepares preliminary closure estimates. As a separate action, a CINC in the MPSRON OPCON chain of command may direct the NCC to commence the transit of that MPSRON toward the objective area. Specific actions follow.

(2) Review and Update of the Force List

Deploying forces must be identified as early as possible during the warning phase. Throughout this phase, service components will review and update the force list. Major factors that influence this process include the current notional force lists, the extent to which operational requirements of the potential mission can be identified, and the availability of sufficient NSE assets to support the operation. Provision should be made for liaison between the supported and supporting CINCs to ascertain the current status of MPF forces. For example, an MPS may not be available because of its maintenance cycle or an exercise.

(3) Repositioning of the MPS Squadron

Repositioning of the MPSRON may be directed by CJCS during the warning phase. The early repositioning of the MPSRON will reduce force closure times. Under normal operating conditions, MPSRONs can get underway within 24 hours of notification.

(4) Mobilization of Selected Reserves

Certain Marine Corps and Navy elements may require mobilization of reserve personnel for off-load operations. It may be necessary to request this activation on receipt of the warning order. Specific reserve requirements will vary with the type of off-load, off-load time requirements, and other ongoing commitments. Other reserve requirements must be addressed by the cognizant service.

(5) Activation of Aviation Logistics Support Ships and Hospital Ships

The T-AVB and T-AH, although not part of the MPF, can be employed in support of MPF operations. Their use should be considered during the warning phase, due to their reduced operational status and the long lines of communication from their SPOEs to SPODs. Detailed ships' characteristics are listed in appendix B.

(6) Liaison with USCINCTRANS/Supporting Agencies

The supported and supporting CINCs should establish early liaison with USCINCTRANS and other supporting agencies involved in force deployment. This liaison is necessary to ensure that proper and timely information exchange occurs. A refined TPFDD must be made available to USCINCTRANS, and specific arrangements for the movement of forces must be coordinated with USCINCTRANS.

b. Alert Phase

The alert phase begins on issuance of a CJCS alert order. Although preliminary planning begins during the warning phase, and deliberate planning is an ongoing process under JOPES, the issuance of a CJCS alert order along with the initiating directive mark the commencement of formal execution planning.

(1) Initiating Directive

An initiating directive, or similar order, is issued by the establishing authority on receipt of a CJCS alert order. It provides commanders with vital information concerning the mission, forces assigned, command relationships, and other fundamental issues required for initial planning of a specific operation. Appendix E contains a sample initiating directive.

(2) MAGTF Commander, Concept of Operations

Upon receipt of the initiating directive, the CMPF and MAGTF Commander report to the establishing authority. Together, they conduct formal coordinated planning based on a detailed analysis of the MAGTF's mission and concept of operations. In augmentation operations, responsibility for development of the OPORD is dependent on the command relationship of the MPF to the augmented force. The establishing authority then prepares an OPORD incorporating this analysis. The MAGTF Commander's planning will include as a minimum: concept of operations, concept for deployment, concept for arrival and assembly, and concept for logistics support.

Concept of operations states the intent for execution of the mission and clearly defines the type of MPF operation (augmentation or independent). The MAGTF Commander's concept of operations will determine the warfighting priorities, which in turn determines the off-load priorities that will be promulgated in the arrival and assembly plan (see figure 4-3).

- **Fixed Wing Attack (F/W ATK) Aircraft**
- **Heavy Armor (Tanks, AAVs)**
- **Armored Reconnaissance (LAVs)**
- **Countermobility (C/M)**

Figure 4-3. Sample Warfighting Priorities

Concept for deployment states the concept for deployment of the MAGTF and NSE to the theater. Contained in this concept are the desired closure and arrival dates, and specifics concerning early repositioning of the MPSRON, with or without movement of the OPP, SLRP, and advance parties.

Concept for arrival and assembly is the general concept for pierside or instream off-load, or a combination of the two. Intentions for fuel and water discharge must also be promulgated.

Concept for logistics support discusses intentions for a resupply pipeline, in-theater support, or a combination of the two. Specific support requirements for the MAGTF ACE must be mentioned.

(3) USCINTRANS Planning Deadlines

USCINTRANS coordinates and monitors MPF deployment activities through JOPES, which also enables CJCS and the supported and supporting CINCs to monitor the MPF deployment status. To effectively coordinate its responsibilities, USCINTRANS, after coordination with supporting and supported CINCs, will establish and promulgate a planning deadline for submission of MPF JOPES movement requirements. Normally, USCINTRANS requires transportation requirements to be registered in the TPFDD.

c. Execution Phase

The execution phase of an MPF operation begins with the issuance of a CJCS execute order. On receipt of this order, the supported CINC coordinates with supporting commanders and agencies regarding final preparations for the deployment of the MPF. Supporting commanders and agencies issue their OPORDs. Strategic deployment of the MPF commences while concurrent planning continues.

(1) Operation Orders

Operation orders (OPORDs) are promulgated as directed by the establishing authority. Supporting commanders and agencies will publish OPORDs as required. MPF elements will publish OPORDs that reflect the current mission. These OPORDs usually reflect reliance on use of previously prepared unit SOPs.

(2) Refinement of Basic Decisions

Operational considerations such as force protection in the area of operations, throughput constraints at the arrival airfield or port/beach area, and possible strategic lift shortfalls, may require refinement and modification of basic decisions. Ultimate responsibility and authority to modify basic decisions rests with the supported CINC or Establishing Authority.

4007. MPF Plans Developmental Hierarchy

An MPF operation is conducted to establish a MAGTF ashore—equipped and ready to conduct its employment mission. While the MAGTF employment mission is not part of the MPF operation, it is the singular focus driving the planning and

sequencing of the MPF operation. Ultimately, there are six primary plans associated with the five phases of an MPF operation:

- Employment Plan
- Arrival and Assembly Plan
- Deployment Plan
- Sustainment Plan
- Regeneration Plan
- Redeployment Plan

Plans for an MPF operation are developed in reverse order to the sequence in which the MPF operation is conducted. As such, the MAGTF employment plan drives the arrival and assembly plan, which drives the deployment plan, and so on (see figure 4-4).

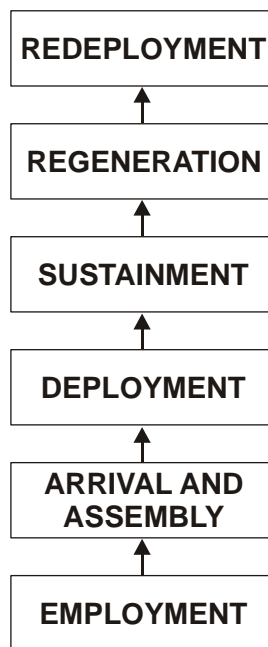


Figure 4-4. MPF Plans Hierarchy

Planning and sequencing an MPF operation requires an understanding of the general timelines involved, over which an MPF operation unfolds. See figure 4-5 for a sample operational timeline template and figure 4-6 for a sample reserve timeline.

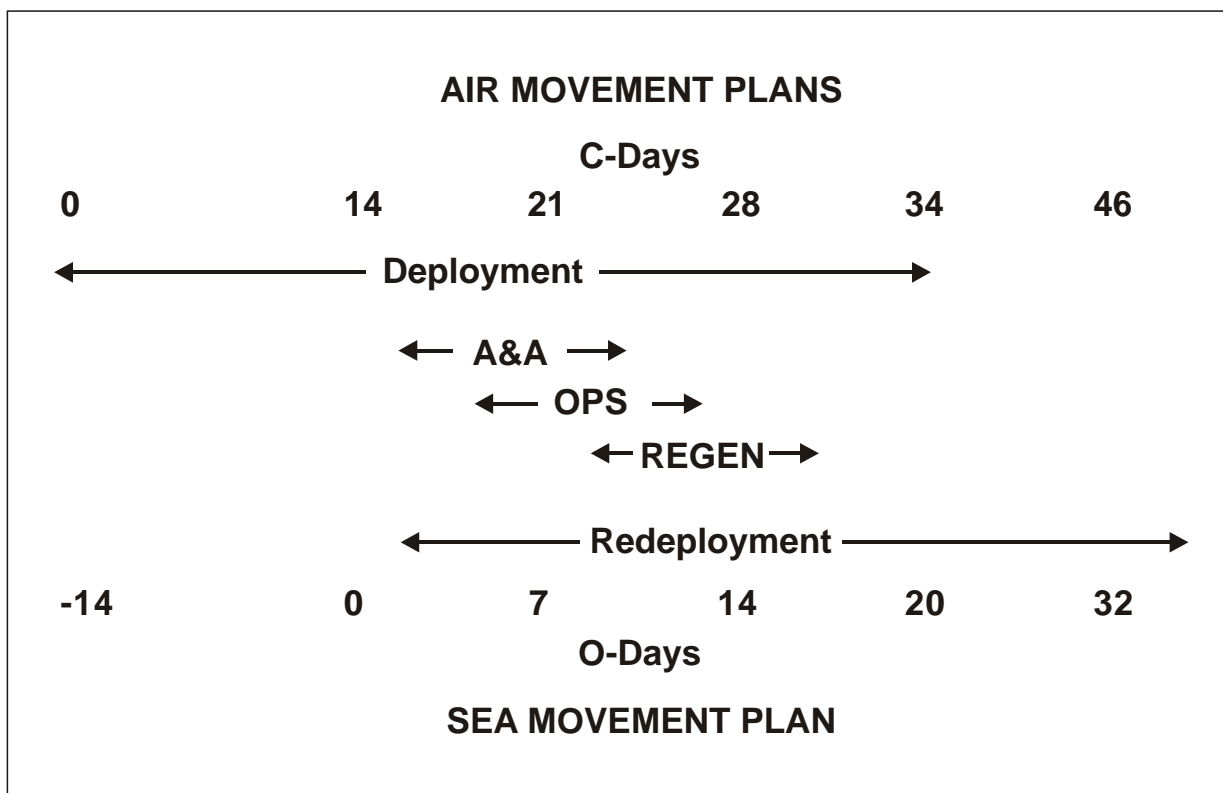


Figure 4-5. Sample Timeline Template

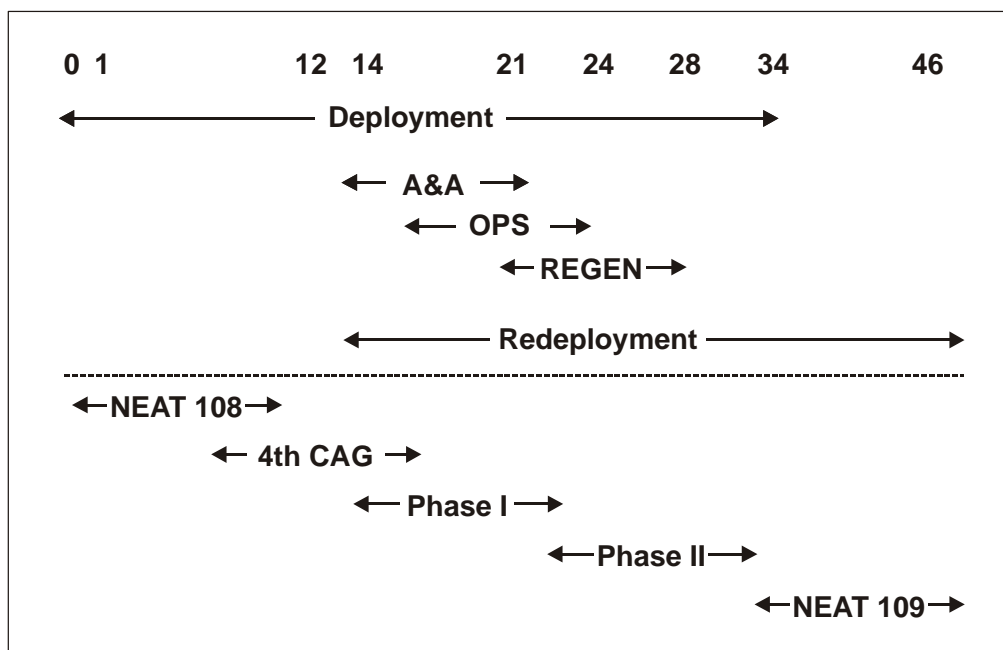


Figure 4-6. Reserve Timeline in C-Days

4008. Employment Plan

The key element in developing the MAGTF's employment plan is the MAGTF's mission as assigned by the establishing authority. The employment plan promulgates the MAGTF Commander's warfighting priorities (see figure 4-3).

4009. Arrival and Assembly Plan

This plan delineates the MAGTF Commander's concept for arrival and assembly, sets forth the task organization, assigns tasks to subordinate elements for beach, port, airfield, MPE/S issue, and initial combat service support operations. The plan is coordinated with the CMPF, and submitted by the MAGTF Commander to the establishing authority for approval. There is no set format for the arrival and assembly plan. Use of a letter of instruction (LOI) or the JOPES format is acceptable. For more information on the arrival and assembly plan, see appendix D. The arrival and assembly plan encompasses the early establishment of sufficient unloading and throughput forces (LFSP and NSE). These forces are in the AAA through the movement to the TAAs. The arrival and assembly plan may include the following AAA plan enclosures:

- Arrival and Assembly Area Overlay: MPF terrain management, associated control measures, and force protection units must be graphically represented to provide a comprehensive display of units and activities. The various overlays (AAA, beach, port, and airfield as seen in figures 4-7, 4-8, 4-9 and 4-10) are essential for integrating MPF activities with force protection responsibilities. Accordingly, terrain management is an essential function of MPF staff planning.
- Arrival Schedule for the FIE.
- Throughput Plan: The use of throughput matrices by TAMCN ensures all facets of throughput have been considered. See figure 4-11 for a sample throughput matrix.
- Preliminary Table of Equipment Ready to Issue (TERI) lists.
- Communications Plan (see chapter 7 and appendix D).
- Reports: The arrival and assembly plan establishes time-phased distribution of materials handling equipment (MHE), mobile electric power (MEP), stockage levels, and distribution means (unit or point) for consumables. Provisions for health services, maintenance, engineer, and military police support are also established. The arrival and assembly plan composition and format are normally determined by the MAGTF Commander in coordination with CMPF.

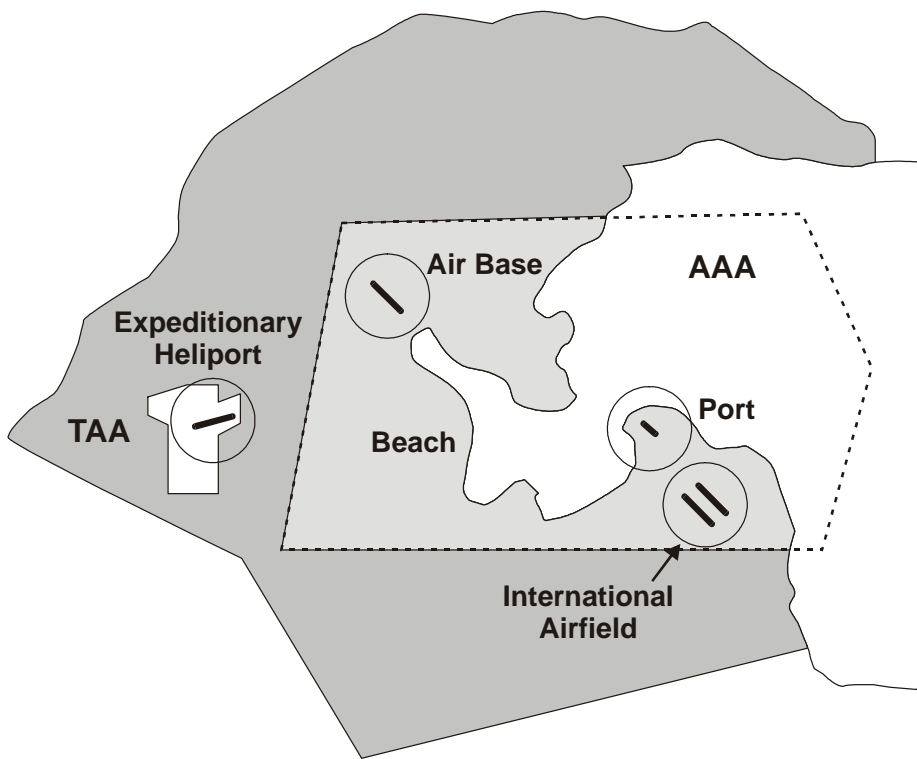


Figure 4-7. Arrival and Assembly Area Overlay

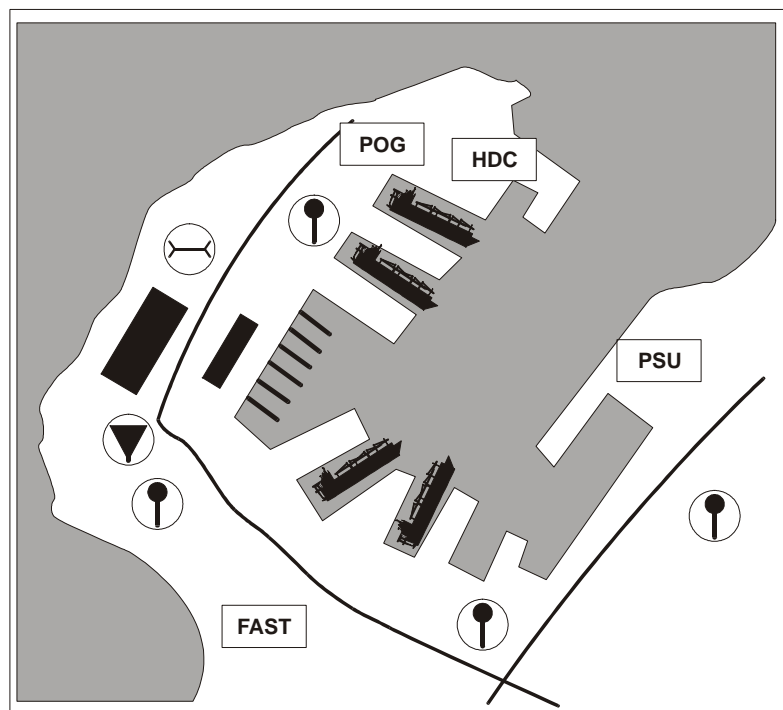


Figure 4-8. Port Overlay

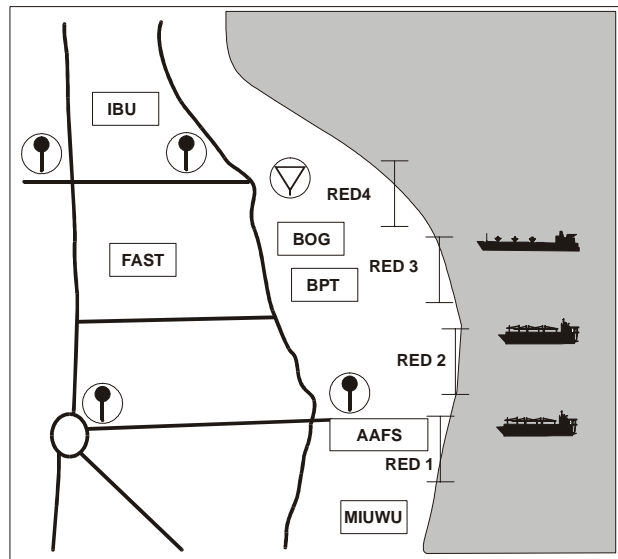


Figure 4-9. Beach Overlay

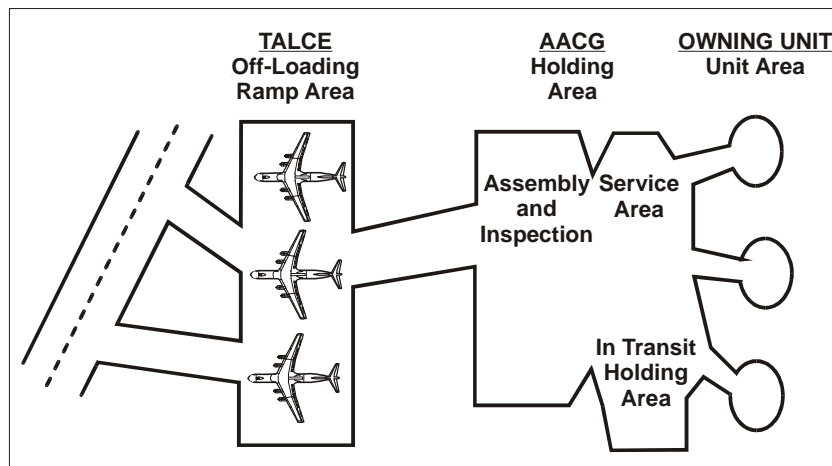


Figure 4-10. Airfield Overlay

a. Off-Load Planning Considerations

Off-load of an MPSRON or a portion of an MPSRON can be conducted pierside, instream, or a combination of pierside and instream. The establishing authority will determine the off-load method based on recommendations by the CMPF and MAGTF Commander.

A pierside off-load is the quickest and most efficient method. During a pierside off-load, all vehicles are driven off the ship via the stern ramp and containers are lifted using ships' cranes and/or host nation cranes. An important consideration for pierside off-load is the tidal variance. Ports which have drastic changes in water depth between high and low tide may limit

available off-load time due to the relationship of the stern ramp and the pier. For example, some vehicles are incapable of negotiating the stern ramp when too steep an angle exists.

Maritime Prepositioning Ships have the capability to do a self-contained instream off-load, using organic cranes and embarked lighterage. A prime factor which affects any decision on instream off-load methods involves environmental considerations (e.g., sea state) prior to commencement of the off-load. The two methods of instream off-load are:

(1) Lift-On/Lift-Off

Lift-On/Lift-Off (LO/LO) operations are slow and cumbersome. All embarked equipment and containers are lifted off via a ship's crane from ship to lighterage and moved to the beach landing sites.

(2) Roll-On/Roll-Off Discharge Facility

The Roll-On/Roll-Off discharge facility (RRDF) is generally the preferred instream off-load method. The RRDF is basically a floating pier made up of embarked lighterage. The lighterage required to construct an RRDF is two powered causeway sections and six non-powered intermediate causeway sections. This is a significant portion of the embarked lighterage. Due to spread loading of lighterage required for the RRDF, the entire squadron will be required to assemble the platform without degrading ship to shore capability. Once the NSE has constructed the RRDF, the ship lowers its stern ramp onto the RRDF. The rolling stock is driven down the ramp, across the RRDF onto a barge ferry, and then transported to the beach landing site.

This method of off-loading rolling stock onto barge ferries is significantly faster than off-loading via the LO/LO method. The three MPSRONS have different RRDF ramp certifications. They are as follows:

- AMSEA - 88,000 pounds
- MAERSK - 29,000 pounds
- WATERMAN - 135,520 pounds

Due to the unique design of the MAERSK class ship, all deck mounted Principal End Items (PEIs) and containers must be off-loaded prior to unloading the below deck containers. In the AMSEA and WATERMAN classes, vehicles and containers can be off-loaded simultaneously.

Once the SLRP has evaluated the AAA, a decision on off-load method will be made and the timelines adjusted accordingly. The timeliness of the MAGTF's ability to be combat ready will be affected by the off-load method, the limited capability of the MPSRON to move containers, and the time required to marry ammunition with weapon systems.

(3) Bulk Liquids

Each MPSRON carries equipment and supplies (in containers) that enable both fuel and water facilities to be established ashore in a short amount of time. Bulk liquids can be transferred from ship-to-shore via the buoyant hose line system. The NSE, operating under favorable sea state and weather conditions, can set up a 15,000 foot hose in ten hours. If the gradient requires a longer hose line, MAGTF (CSSE) pumps may be required to establish intermediate pumping stations. The maximum effective pumping distance is 10,000 feet for each product.

- MPSRON-1 has 50,000 feet of 6-inch fuel hose line and 50,000 feet of 4-inch water hose line.
- MPSRONS 2 and 3 only have 40,000 feet of each hose size.
- MPSRONS 1 and 3 carry 40,000 feet of 6-inch fuel hose line and 40,000 feet of 4-inch water hose line, spread evenly over 4 ships. MPSRON 2 carries 50,000 feet of 6-inch fuel hose line spread over 5 ships.

Unit	O-Day	O+1	O+2	O+3	O+4
POG	_____	_____	_____	_____	_____
BOG	_____	_____	_____	_____	_____
AACG	_____	_____	_____	_____	_____
CE	_____	_____	_____	_____	_____
GCE	_____	_____	_____	_____	_____
ACE	_____	_____	_____	_____	_____
EAF	_____	_____	_____	_____	_____
CSSE	_____	_____	_____	_____	_____
NMCB	_____	_____	_____	_____	_____
FH	_____	_____	_____	_____	_____
NSE	_____	_____	_____	_____	_____
Total	_____	_____	_____	_____	_____

Figure 4-11. Sample Throughput Matrix

b. Off-Load Priorities

Off-load priorities are determined by the MAGTF Commander's warfighting priorities established in the concept of operations. See figure 4-12 for an example of off-load priorities.

<u>F/W ATK</u>	<u>Tanks</u>	<u>LAV</u>	<u>C/M</u>
Refueler	Refueler	Refueler	
Refueler			
AGSE	M1A1	LAV	Dozer
Bombs	120mm	25mm	Mines
Fuzes	Smoke	7.62mm	ACE
25mm	M2 MG	M240 MG	M2 MG
Runway	5T Trucks	5T Trucks	Dump
Sweeper			Trucks

Figure 4-12. Sample Off-load Priorities

c. Transition to Employment

Upon the MAGTF Commander's determination that the MAGTF is ready to undertake the assigned mission, the MAGTF Commander, in coordination with CMPF, will request termination of the MPF operation. To ensure a smooth transition from deployment through arrival and assembly to employment, requires detailed planning and coordination with a focus on MAGTF readiness.

(1) Liaison Officers

Liaison officers are an important asset throughout the MPF operation, but perhaps most important during the transitional period. Requirements and procedures for the exchange of liaison officers should be established as early as possible. Liaison officers must be authorized to present the commander's views. Liaison arrangements must provide for effective communications with parent commands.

(2) Transition Considerations

MAGTF plans for transition to employment should include the following:

- Clear delineation of responsibility for force protection and local security
- Notification to higher headquarters that all units/detachments, as they become operationally ready, are not required to assist further in arrival and assembly tasks
- Use of tactical assembly areas to facilitate subsequent or concurrent tactical operations
- Plans for response to hostile action during arrival and assembly
- Allocation of staff planning efforts between arrival and assembly, deployment activities, and activities in preparation for subsequent employment

In the beginning, the principal focus of effort is on assembly of personnel with equipment and supplies. As various units become combat ready, focus will shift toward subsequent operations. An increased enemy threat will accelerate this shift in focus.

d. Disposition of the Components of the MPF

Upon termination of the MPF operation, the various elements of the MPF are assigned new duties or released to other agencies. The disposition of the components of the MPF will depend on many variables. The timing and disposition must be planned in as much detail as possible. Some of the considerations for disposition of MPF elements include the following:

(1) MAGTF

- Assigned mission and expected duration of employment
- Expected command relationship changes (e.g., independent JTF operations, augmenting another MAGTF)
- Support requirements
- Recommend, in coordination with CMPF, disposition of MPF shipping

(2) CMPF

- Follow-on or other assigned missions as directed
- Recommend, in coordination with the MAGTF COMMANDER, disposition of MPF shipping

(3) MPSRON

- Status of off-load (e.g., status of fuel and water ashore vis-a-vis host nation support capability, MAGTF storage capacity, MAGTF usage rates)

- Shortfalls in storage areas/facilities ashore may necessitate use of one or more MPS as a station/warehouse facility until facilities are developed ashore; shortfalls may require an MPS to function as a mobile CSS facility for inshore operations along the coast parallel to the MAGTF movements (This is called withhold shipping)
- On release of the MPS from MPF operations and with the concurrence of the supported CINC, the MPS will shift OP-CON to USCINCTRANSCOM for use as common user sealift forces
- Force protection will be a determinant as to the amount of time the MPSRON remains in the off-load area
- NSE lighterage may be needed for off-load of AFOE or follow-on shipping after MPSRON departure. Lighterage operators are part of the NSE. Other considerations for retention of lighterage include fueling, repair and maintenance, and sheltering or harbor facilities and maintenance of streamed water and fuel hoses as deployed.

(4) Navy Support Element

The Navy support element (NSE) may remain in place if backload, regeneration, and redeployment are imminent. For anticipated long-term MAGTF employment in the vicinity of the AAA, the NSE or designated elements may remain as lead elements of semi-permanent or long term naval support. The port and/or beach will remain open for resupply, reinforcing operations, and for follow-on shipping. The NSE will perform these tasks until the operation is terminated or it is relieved by Army terminal units.

4010. Deployment Plan

The deployment plan prescribes the MAGTF commanders concept for deployment. It organizes the movement groups, and assigns tasks and responsibilities for deployment. Furthermore, it establishes the priorities for the marshalling and movement phases of the deployment, and it finalizes the composition of the FIE.

Force Deployment Planning and Execution (FDP&E) dates require definition to fully participate in the Joint Planning and Execution Community (JPEC). FDP&E examines deployment options to identify the assets required to move planned forces to the required destinations via airlift and sealift. This process is focused upon backward (reverse) planning for movement (see figure 4-13), and the process—

- Is based upon the Commander's requirement for the force to arrive
- Begins with the required delivery date (RDD)
- Requires the war planner to determine transit times and delays during each movement phase
- Works backward from the RDD to determine movement dates (timeline) from the origin to the port of embarkation (POE), continuing through the port of debarkation (POD) to the ultimate destination
- Is a highly interactive process requiring constant plan coordination and refinement

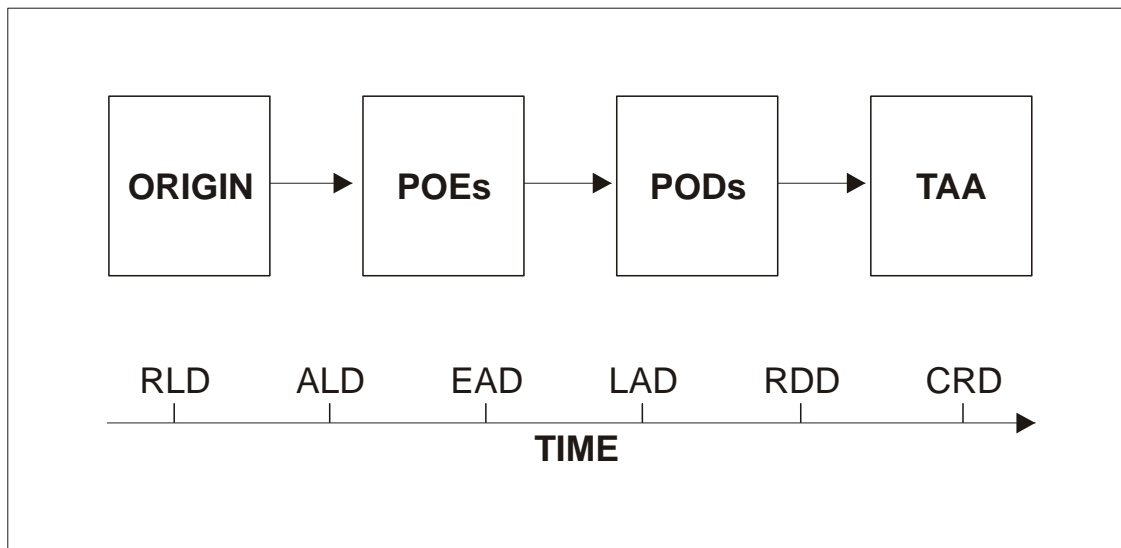


Figure 4-13. Critical Deployment Dates

Planning days and deployment dates are specified as follows:

- **N-Day**: An unnamed day, before C-Day, on which preparatory movements and pre-staging may occur
- **C-Day**: An unnamed day on which deployment from the origin begins
- **O-Day**: An unnamed day on which the MPF off-load commences
- **RLD** : (**Ready to Load Date**) The date that a unit is assembled in the marshalling area, ready to move from the origin to the POE
- **ALD** : (**Available to Load Date**) The date that a unit is available at the POE to embark
- **EAD** : (**Earliest Arrival Date**) The earliest date specified by the MAGTF commander that a unit or shipment can be accepted at its POD
- **LAD**: (**Latest Arrival Date**) The latest arrival date on which a MAGTF commander desires that a unit or shipment arrive and complete unloading at its POD
- **RDD**: (**Required Delivery Date**) The date the supported commander (CINC) requires the unit arrive and complete unloading at its destination
- **CRD**: CINC's required ready for employment date

The following checklist addresses the considerations related to deployment planning. This list **is not** all-inclusive.

a. Initial Planning

- Analyze the mission objectives of the force
- Identify force requirements
- Develop courses of action

- Analyze existing deployment plans/TPFDD
- Analyze lift requirements
- Prepare the MAGTF and CMPF for deployment

b. Plan Development

- Refine and establish mission warfighting priorities and objectives
- Develop a concept of operations
- Refine the force/equipment lists
- Refine the deployment plan/TPFDD
- Provide a refined deployment plan/TPFDD to the supported CINC for a transportation feasibility estimate (TFE) and throughput analysis
- Schedule the movement of MPF units

4011. Marshalling Plan

At a minimum, the marshalling plan must—

- Designate marshalling areas
- Identify transportation requirements and allocate transportation assets for movement to marshalling areas
- Establish agencies to control movement to marshalling areas and the APOE
- Establish staging areas at the departure airfield(s)
- Establish inspection areas and procedures for deploying personnel, equipment, and supplies
- Prescribe procedures for assembling aircraft loads
- Establish procedures for coordinating with other services and external support agencies

4012. Air Movement Plan

The introduction of MPF elements by air involves the strategic airlift of personnel, equipment, and helicopters, and the self-deployment of the MAGTF's fixed-wing aircraft. The air movement plan addresses airlift of personnel and equipment, flight ferry of MAGTF aircraft, and command and control requirements for the movement. Air movement is planned by the MAGTF Commander in coordination with the establishing authority, MPF element commanders, and AMC planners. The plan prescribes the organization of movement units and elements, and includes the air movement sequence table and aircraft utilization plan (see figure 4-14 for a sample air movement plan).

<u>Unit (s)</u>	<u>APOE</u>	<u>A/C</u>	<u>C-Day</u>	<u>O-Day</u>
Neat 108	Miami	Comm	C+0	O-14
SLRP	CPNC	2 C-141	C+6	O-8
OPP	CPNC	L-1011	C+10	O-4
TAAT	JAXFL	Comm	C+10	O-4
NSE/NCW	NORVA	B-747	C+10	O-4
USMC Adv	CPNC	C-17	C+10	O-4
FAST Plt	NORVA	3 C-141	C+11	O-3
Phase 1	NORVA	3 C-141	C+12	O-2
USNR				

Figure 4-14. Sample Air Movement Plan

The air movement sequence table reflects both the MAGTF and Navy TPFDD priorities and the group organization for the deployment. It assigns sequential serials based on estimated time of arrival in the AAA (nominally the LAD). The air movement sequence table format is an adaptation of the amphibious landing sequence table, and it summarizes the serials and their schedule for deployment. This document, together with the movement group organization, permits sequential call-away, marshalling, staging, and loading of plane teams. The air movement sequence table enables the movement control agencies to track, identify, and account for deploying elements. Total airlift requirements are documented using the Unit Aircraft Utilization Plan and Summary (DD 2327/2328). These forms indicate specific aircraft loads based on mission requirements. They serve as the basis for development of specific aircraft load plans once the exact number and type of aircraft are known. Based on the general air movement plan, the MAGTF Commander uses JOPES procedures to update the TPFDD and submits it to higher, adjacent, and supporting commanders. To update the TPFDD, the MAGTF Commander must incorporate the detailed data submitted by the all-deploying elements.

a. Detailed Airlift Deployment Planning

- Amount of cargo and passengers to move
- Availability of cargo and passengers at APOE
- Distance over which to deploy the force
- APOE/APOD/Enroute support base capabilities
- Diplomatic clearances
- APOD/AAA air space security
- Airflow command, control and communications
- Deployment sequence
- Aircraft loading factors
- Airlift tempo and throughput coordination
- Earliest/latest arrival dates (EAD/LAD) at APOD (Normally, there is a three to four day difference between the EAD and LAD to facilitate USCINCTrans and AMC scheduling and reduce service costs)
- Priority and use of airfields

- Air traffic control requirements

b. Air Space Management

The supported CINC must coordinate early with the host nation to establish appropriate air control measures. In an augmentation operation, normal amphibious air control measures will apply. However, independent operations may require establishment of coordination methods to allow U.S. air operations (carrier or land based) in and around the AAA. Control zones; approach, holding, and arrival/departure patterns; check points; and ordnance procedures will be established as necessary. Integration of air command and control procedures with the host nation is necessary to ensure safety and security of all forces involved. The Marine Air Command and Control System (MACCS) must interface with joint and multinational air command and control systems.

c. Arrival Airfield

The arrival airfield must meet the requirements set forth in chapter 10. If the arrival airfield and fixed-wing base of operations are separate airfields, no conflict will exist and the ACE aircraft may deploy to the base of operations prior to completion of the airlift. However, should one field serve both, and security or operational considerations require early employment of fixed-wing aircraft during FIE arrivals, the impact on throughput will be significant and probably adverse. The following factors must be considered when selecting the arrival airfield:

- Host nation airfield facilities may require expansion and/or duplication.
- Capacity of approaches and traffic pattern. For example, ramp space, capacity of visual and instrument approach, and departure procedures for the airfield will affect throughput. (To enhance airfield capability, expeditionary visual and instrument approach assets will embark early in the FIE.)
- Base loading. Adequate space and facilities may not be available. Typically, the better a facility is the more likely its full use by host nation organizations.

d. Additional Airfields

The desirability to separate fixed- and rotary-wing operations, and parking space limitations may indicate a need for an additional airfield to accept immediate deployment of helicopters. An additional airfield increases arrival airfield throughput, and reduces the problems associated with simultaneous operation of fixed- and rotary-wing aircraft.

4013. Sea Movement Plan

Sea movement includes the MPSRON and other assigned ships (T-AVB, T-AH and escorts). The Numbered Fleet Commander prepares the sea movement plan that identifies those naval forces for replenishment and security in route and in the AAA. The initiating directive will specify the command relationships and responsibilities for sea movement. See figure 4-15 for a sample sea movement plan.

<u>Location</u>	<u>Activity</u>	<u>C-Day</u>	<u>O-Day</u>
Crete	Underway	C+0	O-14
Suez Canal	Transit	C+1	O-13
Port Suez	NEAT Embarks	C+2	O-12
Bab El Mandeb	P/U Naval Escort	C+4	O-10
Masirah	P/U OPP	C+10	O-4
Hormuz	P/U Naval Escort	C+11	O-3
Al Jubail	Arrive AAA	C+13	O-1

Figure 4-15. Sample Sea Movement Plan

Ship movement is planned by the numbered fleet commander, in coordination with the establishing authority, MAGTF Commander and the CMPF, to facilitate embarkation of the OPP and to ensure the coordinated arrival of the MPSRON in the objective area with associated airlifted forces. Ship movements are normally timed to arrive not earlier than 24 hours prior to the arrival of the initial airlifted elements. Normally, the SLRP deployment is timed to arrive in the operating area 8 to 9 days before ship arrival.

4014. Flight Ferry Plan

The flight ferry plan addresses the self-deployment of MAGTF aircraft. It specifies flight route(s) and schedules, assigns movement increment designations, and provides details for air search and rescue, enroute support, aerial refueling, and divert airfields. The MAGTF Commander develops this plan in conjunction with his aviation combat element (ACE) commander. Direction for and approval of the plan is obtained from the CINC via the establishing authority. MARFOR, AMC, or Air Combat Command (ACC) may provide aerial refueling. The MAGTF must coordinate strategic refueling support with the planners from AMC.

The flight ferry and airlift, while similar, are distinct entities with differing requirements that must be coordinated by supported and supporting CINCs. AMC aircraft and fixed-wing elements of the MAGTF must be moved in concert to avoid saturation of staging bases, weather divert alternates, and air traffic control facilities. Enroute support bases must possess sufficient air traffic control, navigation aids, command and control, billeting and messing, petroleum, oil, and lubricants, maintenance, and service facilities. Overflight rights may impact on in-flight refueling and staging base requirements. Supporting and supported CINCs will provide flight route clearance and security for staging bases and flight routes within their areas of responsibility. The use of JOPES ensures coordination of the flight ferry operations.

a. Deployment Command and Control Measures

Certain control measures must be decided early in the planning process. Generally, these measures are grouped into two categories, those affecting marshalling and those affecting movement. They include the following:

(1) Marshalling Control Considerations

- Marshalling areas
- OPSEC
- Inspections
- Briefings
- Ground movement to APOEs
- Load procedures
- Organization of APOEs
- Deployment support
- Execute ULN sequence in accordance with TPFDD
- Provisions for remain behind equipment, supplies, and personal effects

(2) Movement Control Considerations

- Sea movement concept (CMPF)
 - Closure estimate

- Track
- Enroute stops
- Escort requirements
- Replenishment
- Off-load Preparation Party (OPP) embarkation
- Air movement concept (MAGTF Commander)
 - General staging and overflight coordination
 - Sequence of deployment
 - Flight ferry routes
 - Aircraft load factors
 - Aerial refueling areas
 - Enroute support concept
 - Enroute support base
 - Airlift tempo and throughput coordination
 - Required delivery dates at destination
 - Earliest arrival dates and latest arrival dates.

b. SLRP and OPP Deployment

Two unique requirements of an MPF operation are preparation of the ships and MPE/S prior to arrival in the operating area, and assessment of the port/beach and arrival airfield prior to arrival of the FIE. Planners should request authority from the supported CINC for the earliest possible deployment of the OPP and SLRP. Repositioning of the MPSRON may dictate early deployment of the OPP. Early deployment of the SLRP is required to validate geodetic, hydrographic and facilities data, and coordinate host nation support for the operation.

c. Time-Phased Force Deployment Data Update and Closure Estimates

The time-phased force deployment data (TPFDD) will require updates and maintenance throughout strategic movement of the MPF. Updated closure estimates may require modifications to the TPFDD. USCINCTrans, in conjunction with the supported and supporting CINCs and their service components, will coordinate and validate all TPFDD changes.

4015. Sustainment Plan

Introduction of MPF elements involves forces moving by strategic airlift to receive MPE/S from the MPSRON. Both movement elements have finite lift/space capabilities. The MAGTF will establish requirements for the FOS deployment in JOPES to include supplies and equipment required to reach full operational capability which was not included in prepositioned ships or the FIE, and those supplies and equipment needed for sustainment beyond 30 days. The initiating directive will designate responsibility for the embarkation and movement of the FOS from the point of origin to the objective area. Services must be

prepared to establish their own supply systems. Follow-on sustainment that is required before 0+30 are personal demand items (Class IV) and food supplements (Class I). Normally, these supplements must be provided on or about 0+10. The material will be listed as non-unit records, and will be listed on the TPFDD as necessary.

4016. Regeneration Plan

MPF regeneration is the methodical approach to restore the MPSRON to its original strength or properties and to attain full operation capability. This process may involve restructuring the types and quantities of equipment and supplies carried on individual MPS in a different configuration than that which existed prior to the off-load. The goal is to reestablish the full function of MPF assets with desired expeditionary capabilities to support MPF MAGTFs as rapidly as possible. Regeneration may consist of more than one phase. For example the MPS could be restored to a partial capability in theater as directed by the CINC or NCA followed by a full regeneration in CONUS. The decision to regenerate the MPS employed in the operation is made at the CJCS level predicated on recommendations of the involved CINCs. A CINC and/or the services (Navy, Marine Corps) and USCINTRANS will be directed by CJCS to execute the regeneration. In small operations, such as one MPS being off-loaded, the responsible CINC will initiate actions to accomplish regeneration. The MPF regeneration process, once initiated, must be coordinated with the area CINC and included in redeployment planning.

a. Regeneration Primary Considerations

MPF regeneration requires determination of four primary considerations:

- Navy and Marine Corps units identified to perform the regeneration
- MPS identified
- Navy and Marine Corps MPE/S identified, acquired, prepared for loading, and loaded
- Location where full operational capability will be reestablished

b. Regeneration Location Factors

Options for determining the location for reestablishing operational capability include the area of the current MPF operation or an alternate geographical location. Factors which may contribute to this decision include—

- Whether the MPS will be regenerated in the same form, or whether it will be altered to accommodate changes in operational requirements/capabilities
- The availability of maintenance and port facilities
- The anticipated condition of equipment and supplies
- The availability of equipment and supplies
- Time considerations and allowances to accomplish regeneration
- A ship certification schedule
- Retrograde plans
- Future operational commitments

c. Regeneration Advance Planning

Advance planning will facilitate the success of the MPF regeneration and should focus on three functional elements: ground equipment and supplies, NSE, and aviation ground support equipment. The nucleus remaining behind from the first four

phases of an MPF operation and the TAAT team from MARCORLOGBASES provide the information required for regeneration personnel to initiate the regeneration phase. Personnel conducting regeneration operations should refer to chapter 11 for additional information.

d. Regeneration Planning Conference

An MPF regeneration planning conference is convened as soon as a minimum of planning factors are available to initiate commitment to an execution plan. See chapter 11 and other supporting publications for in-depth information concerning MPF regeneration.

4017. Redeployment Plan

Joint Pub 1-02 defines redeployment as the transfer of a unit or supplies deployed in one area to another area for the purpose of further employment. Redeployment of the MAGTF and CMPF elements from one operating area to another involves the backload of equipment and supplies previously placed ashore from the MPS. The manner in which redeployment is conducted is dependent on the MAGTF's assigned mission and the distance from the POE to the new objective area. During redeployment, JOPES procedures are used. Redeployment is not the same as regeneration of the MPF. The latter involves reconstitution of a national strategic capability (see chapter 11).

4018. Planning Checklist

Cohesion is a critical ingredient in developing six plans for the five phases of an MPF operation. The five-step checklist provided in figure 4-16 is for commanders and staff planners to use to evaluate planning documents.

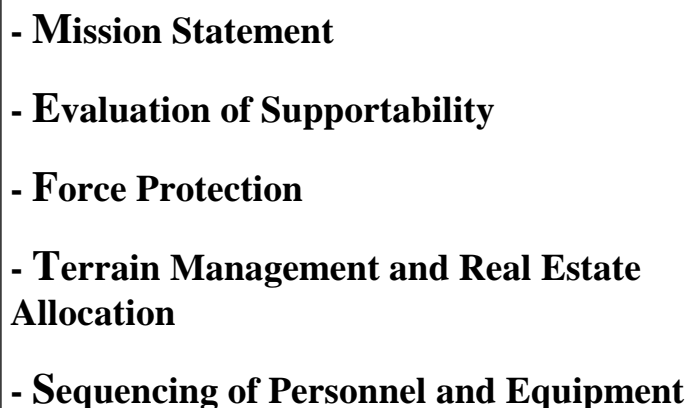
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- Mission Statement**
 - Evaluation of Supportability**
 - Force Protection**
 - Terrain Management and Real Estate Allocation**
 - Sequencing of Personnel and Equipment**

Figure 4-16. MPF Plans Checklist

a. Mission Statement

- Does it state explicit and implied tasks?
- Does the CMPF mission statement support the MAGTF Commander's mission statement?

b. Evaluation of Supportability

The MAGTF Commander generates the warfighting priorities. The MAGTF generates the off-load priorities. These warfighting priorities focus on the employment mission and the successive plans that support it. The warfighting priorities drive the AAA Plan—specifically, the off-load priorities.

- What are the warfighting priorities for employment?

- What are the off-load priorities?
- Do the off-load priorities support the warfighting priorities?
- Has every commander evaluated the plan from two perspectives?
 - Can he support the plan?
 - Does the plan support his efforts?
- What shortfalls exist?
- What must be employed to cover any gaps?

c. Force Protection

- Has the threat been properly evaluated?
- Are there hostile threat areas?
- Where are the permissive environments?
- Are there sufficient protection assets in the theater based on the threat analysis?

d. Terrain Management and Real Estate Allocation

- Have map overlays been produced?
- Do they identify key command and control nodes?
- Has sufficient land been allocated to the port, beach, and UAAs, to include special exclusion and safety zones for ammunition and bulk fuel?
- Has the physical infrastructure been allocated to support that phase of the operation?

e. Sequencing of Personnel and Equipment

- Does the movement (intertheater or intratheater) of units and equipment support the plan?
- Is there sufficient throughput capability?
- Is there a balance between CSS and Force Protection capabilities?
- Is there sufficient CSS personnel available to support the flow of forces?

4019. Force Protection Planning Considerations

Force protection relates to the overall security and defense of the MPF. Force protection is a command responsibility of the supported and supporting CINCs, as well as certain designated subordinates. MPF is most vulnerable during the movement phase. CINCs, FLTCINCs, and numbered fleet commanders are responsible for the defense of the MPSRON/MPSSs. The supported CINC will determine host nation security support availability and will establish additional measures to support the security effort. Force protection of MPF forces within the AAA is the responsibility of the establishing authority in conjunction with the MAGTF Commander and the CMPF. Appropriate security forces must be provided to protect the MPF. Force protection is discussed in detail in chapter 5. Initial security considerations for planning should include specific assignments for—

- Ships en route and in the arrival and assembly area
- Enroute support bases/facilities
- Arrival airfield(s)
- MAGTF element assembly areas
- Port/beach facilities

CHAPTER 5

MPF FORCE PROTECTION

5001. General

Force protection is defined as a security program designed to protect soldiers, civilian employees, family members, facilities, and equipment, in all locations and situations. Force protection is accomplished through a planned and integrated application of combating terrorism, physical security, operations security, personal protective services, and supported by intelligence, counterintelligence, and other security programs (Joint Pub 1-02). For the purpose of this publication, force protection refers to those security measures, passive and active, necessary to protect the force from destruction, disruption of operations, sabotage, and/or unauthorized intrusion, by enemy forces, unconventional threats, and/or unauthorized personnel.

For example, force protection of MPF assets during the sea transit is the responsibility of the naval component commander. During MPF operations, the establishing authority apportions responsibilities for force protection inside the AAA. MPF force protection measures in the AAA are consistent with amphibious doctrine and may be supplemented with a fleet antiterrorism security team (FAST), Naval Coastal Warfare (NCW), maritime patrol aircraft, Naval Special Warfare Command (NAVSPECWARCOM), and/or other forces, as available and depending upon the threat. Defense against primary air threats, including tactical ballistic missiles, is the responsibility of the joint force air component commander (JFACC) , and is addressed in other doctrine.

The primary goal of force protection planning is to provide a permissive AAA for the MPF operation. The planning process involves a careful threat assessment and assignment of sufficient landward and seaward security elements within an integrated force security organization to mitigate the threat.

5002. Force Protection Functions

Effective force protection measures revolve around the successful execution and coordination of five primary functions among MPF security forces: situation awareness, command and control, seaward security response, landward security response, and an air security response.

a. Situational Awareness

A detailed awareness of the complete tactical situation is required in order for the establishing authority and the subordinate force protection commanders to counter threats to MPF operations. Situational awareness includes the ability to detect, classify, identify, integrate/fuse, evaluate, and report all surface, subsurface, air, and land contacts both inside and outside the AAA battlespace. Situational awareness is a result of well-coordinated command and control. Contacts may be tracked, evaluated and reported by a variety of organic and non-organic sensors in a distributed C2 architecture which is responsive to the establishing authority's needs. The goal of situational awareness is a shared perception of the battlespace by the establishing authority, the MAGTF Commander, the CMPF, and their subordinate force protection elements. Shared perception facilitates decisionmaking since commanders who have nearly identical situational awareness can collaboratively determine timely courses of action.

b. Command and Control

Command and control (C2) of the force protection effort is a critical element in MPF security operations. The establishing authority executes C2 through a dedicated force protection organization which is headed by the force protection officer, and which contains an air security officer (ASO), a seaward security officer (SSO), and a landward security officer (LSO), as well as their subordinate security response forces. Tactical control of interdiction and response assets is normally delegated to the ASO, SSO and LSO to facilitate rapid response to potential threats. The

establishing authority's force protection decisionmaking process is enhanced through shared perception of the battlespace by subordinates and reliable secure communications with force protection commanders and their security elements.

(1) Establishing Authority Functions

The establishing authority's primary functions with respect to force protection are to—

- Designate the force protection officer, and establish the force protection operations center (FPOC)
- Designate FPOC, SSO, LSO, and ASO representatives to accompany the survey liaison and reconnaissance party (SLRP) to assess force protection requirements
- Request force protection assets from higher headquarters, as required, during the planning and execution phases
- Review and forward the force protection and security plan up the chain of command for approval

(2) Force Protection Officer Functions

The FPO's primary functions are to—

- Conduct a force protection assessment as a member of the SLRP
- Assess the total security situation and advise the establishing authority on force protection measures
- Develop the force protection and security plan, including required air, sea and land security forces, host nation interactions and support requirements, and force protection assumptions. A force protection plan must provide for security of MPF ships during transit, off-load and regeneration, as well as security of all U.S. and multinational personnel and equipment involved in the MPF operation, including at both berthing and operational sites
- When directed, establish and operate the FPOC
- Evaluate and report daily force protection posture/status to the establishing authority when the FPOC is established
- Control and coordinate air, sea and land security responses
- Coordinate with host nation security forces for air, sea and land security response
- Request force protection augmentation when warranted by the changing threat/tactical situation

(3) Air Security Officer Functions

The air security officer's primary functions are to—

- Develop an air surveillance and security response plan
- Ensure layered, overlapping surveillance coverage of the AAA
- Establish and promulgate air security zones
- Coordinate with the host nation for air security
- Assess the air security situation and make recommendations to FPO for additional force protection assets, as required

- Coordinate security response actions at the air-land-sea interface with the LSO, SSO and FPO
- Provide daily summaries of air security operations to the FPO

(4) Seaward Security Officer Functions

The SSO coordinates seaward security requirements. The SSO's primary functions are to—

- Develop a seaward surveillance and security response plan, including preplanned responses (at a minimum) for the following threats: high-speed surface contact, threats disguised as recreational or commercial vessels, swimmers in the water, swimmer insertion platform, floating/moored mine, low-flying aircraft, bomb threat, pirate attack, and convoy escort actions. Plans should also include responses to security and exclusion zone violations by potential threats
- Ensure layered, overlapping surveillance coverage of the seaward security area, and close coordination with all elements of the NTF
- Establish and promulgate seaward security and exclusion zones
- Coordinate with host nation for seaward security and maritime surveillance actions
- Assess the seaward security situation and make recommendations to FPO for additional force protection assets, as required
- Coordinate security response actions at the land-sea interface with the ASO, LSO, and FPO
- Provide daily summaries of seaward security operations to the FPO

(5) Landward Security Officer Functions

The LSO coordinates landward security requirements. The LSO's primary functions are to—

- Develop a landward surveillance and security response plan, including preplanned responses for threats such as terrorist, conventional, or special forces attacks
- Ensure layered, overlapping surveillance coverage of the landward security area
- Establish and promulgate landward security and exclusion zones
- Coordinate with the host nation for landward security response, checkpoint/access control, and convoy escort actions
- Assess the landward security situation and make recommendations to the FPO for additional force protection assets, as required
- Coordinate landward surveillance and security response actions at the land/sea interface with the SSO, ASO and FPO
- Provide daily summaries of landward security operations to the FPO

c. Seaward Security Response

Seaward security response is the process by which potential threats from seaward are investigated, interdicted, boarded, searched, seized, neutralized, and/or destroyed. The specific type of seaward security response is dependent

upon the type of contact to be investigated or interdicted, as well as the type and availability of interdiction assets. The process involves creating a consistent tactical situation awareness among force protection decision-makers from a seaward perspective, as well as tactical control of interdiction assets that investigate contacts. Seaward security response forces are under the tactical control of the SSO.

d. Landward Security Response

Landward security response is the process by which potential landward threats are investigated, interdicted, searched, seized, neutralized, and/or destroyed. The specific type of landward security response is dependent upon the type of landward threat to be investigated or interdicted, as well as the type and availability of landward security assets. The process involves creating a consistent tactical situation awareness among force protection decision-makers from a landward perspective, as well as tactical control of landward assets responding to potential threats. Landward security response forces are under the tactical control of the LSO.

e. Airward Security Response

The airward security response is a shared responsibility, involving air, sea, and land forces capabilities, and coordinated by the ASO.

5003. Force Protection Concept

Force protection during MPF operations is a command responsibility of the establishing authority. MPF is most vulnerable during the movement phase and is least vulnerable upon completion of MAGTF force standup. Surface escorts, augmented by air surveillance assets, are assigned force protection responsibilities for MPS during the transit from the marshalling point(s) to the arrival and assembly area (AAA). After the MPS chop to CMPF, CMPF is responsible for MPS protection. Force protection in the AAA involves the coordinated execution of the four primary functions described in the preceding section. This section describes the process of executing force protection via the four key operations centers which coordinate command and control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR) and security actions during MPF operations in the AAA.

a. Force Protection Operations Center

The FPOC is the C2 hub of the establishing authority's force protection effort. The command element and FPO's battle watch are normally collocated. The primary force protection concepts are: layered defenses, seamless transition between phases, distributed collaborative planning, and dedicated and secure tactical communications among security elements. The concept of layered defense provides for early detection and multiple opportunities for interdiction and/or countering of potential threats. This is accomplished through proper selection and positioning of surveillance assets and response forces to maximize detection opportunities and minimize security response timelines. Distributed collaborative planning entails both advance planning and real-time coordination of security responses among the FPO, ASO, SSO, and LSO, particularly to potential threats at the air-land-sea interface. This is accomplished through shared perception of the tactical situation and frequent secure communications among the commanders and their subordinate security forces. The establishing authority and FPO designates and approves security zones and preplanned security responses developed by the ASO, SSO and LSO. These are described in the next two sections.

b. Air Security Operations Center

The air security operations center (ASOC) is the C2 hub for airward security response forces. The ASOC provides a critical capability focused on the potential air threat. The high vulnerability of MPF operations to various air attacks, and the speed with which the attacks can occur, requires a C2 node capable of assimilating a complete air picture for the entire AAA. The ASOC provides a fused tactical picture from various air surveillance sensors and systems. From this hub, various interdiction assets under the tactical control of the ASO are directed to investigate, interdict, and

neutralize suspected threats. Due to the extensive C4I requirements (command, control, communications, computers, and intelligence) for data collection and dissemination, the ASOC should be co-located with the headquarters element or JFACC providing the greatest connectivity.

c. Seaward Security Operations Center

The seaward security operations center (SSOC) is the C2 hub for seaward security response forces. The mobile ashore support terminal (MAST) from the harbor defense command unit provides situational awareness via the Joint Maritime Command Information System (JMCIS), a tactical intelligence support capability via the Joint Deployable Intelligence Support System (JDISS), and secure reach-back and tactical communications systems. The naval coastal warfare (NCW) group provides a fused tactical picture from various maritime surveillance sensors, including surface search radars, acoustic sensors, an electronic warfare support measures (ESM) system, and remotely-operated thermal and visual imaging systems. From this hub, various interdiction assets under the tactical control of the SSO are directed to intercept, board, search, attack, and seize contacts of interest. The primary seaward security concepts are layered surveillance and defense, multiple sensors on target, early tactical response to potential threats, and preplanned seaward security responses.

The goal of a layered surveillance and defense is to provide multiple opportunities to detect, track, interdict, and/or neutralizes threats to MPF shipping. Layered surveillance and defense involves the tasking of nonorganic and organic sensors to conduct interwoven surveillance of the AAA and its approaches, as well as the command and control of deep water and inshore interdiction assets as potential threats are detected. One of the primary functions of the SSO is to develop, implement, and coordinate a layered seaward surveillance and interdiction plan which optimizes the detection opportunities for available surveillance assets.

A natural product of layered surveillance and defenses and multiple sensors on target is the ability to respond early to tactical threats. The goal is to engage or interdict potential threats at distances outside the maximum range of threat weapon systems. Normally, security and exclusion zones are established around MPF ships in order to provide tactical aids to threat response decisionmaking. Potential threats detected inside these zones are engaged by designated interdiction platforms, generally small boat assets.

Based on the threat assessment, preplanned seaward security responses are prepared by the SSO for incorporation into the force protection plan. Preplanned responses enable the seaward surveillance and interdiction assets to test and execute logical and well-thought-out plans for engaging and interdicting potential threats and should include responsibilities, coordinating actions, reporting requirements, deconfliction measures, and specific actions to be taken to counter the designated threat. The force protection plan should include preplanned responses for the following threats/situations at a minimum: sea mines, combat swimmers, diesel submarines/mini-submarines, high-speed surface contacts, and low flyers.

d. Landward Security Combat Operations Center

The landward security combat operations center (LSCOC) is the C2 hub for landward security response forces. The LSCOC provides a fused tactical picture from various landward surveillance sensors, including optical and thermal imaging systems and ground sensors. From this hub, various interdiction assets under the tactical control of the LSO are directed to investigate, interdict and neutralize suspected threats, as required. The primary landward security concepts are layered surveillance and defense, over-lapping fields of fire, on-call tactical response to potential threats, and preplanned landward security responses. The force protection plan should include preplanned responses for the following threats/situations at a minimum: land mines, bomb threats, suicide vehicles, individual terrorists, and coordinated ground attacks. The LSCOC should be located to best facilitate communications and coordination to provide a more rapid response to potentially hostile actions from the landward sectors.

5004. Force Protection Elements

Depending upon the tactical situation and the threat, a variety of force protection elements may be tasked with providing security measures during the marshalling, movement, and arrival and assembly phases of MPF operations. This section provides an overview of the various types of assets which may be assigned—broken down according to

the four key force protection functions. The establishing authority and FPO should consider the assets in this section as a shopping list from which the optimum force protection package can be assembled and organized.

a. Situational Awareness

There are many assets available to provide the establishing authority and the force protection organization with situational awareness of the battlespace. Some of the key assets are described below.

(1) Mobile Inshore Undersea Warfare Radar-Sonar Surveillance Center

One of mobile inshore undersea warfare's (MIUW) key functions is maritime situational awareness. The Radar-Sonar Surveillance Center (RSSC) provides a fused tactical picture from various maritime surveillance sensors, including surface search radars, acoustic sensors, an ESM system, and remotely-operated thermal and visual imaging systems. The organic tactical picture is reported via JMCIS-generated over-the-horizon (OTH) Gold reports to other JMCIS-equipped units in order to promote a common awareness of the tactical situation.

(2) Surface Pickets

Surface pickets use a variety of onboard maritime surveillance sensors, including surface and air search and fire control radars, ESM systems, optical systems, and passive and active sonar systems to develop and maintain an integrated tactical picture. Embarked helicopters may also be used to extend a ship's surveillance battlespace. Some ships are equipped with combat Direction Finding (DF) or a ship's signals exploitation space (SSES) which provides additional sensor input to the ship's total contact picture. Combat direction systems, JMCIS and associated tactical data links are used to exchange track data with other similarly-equipped units to promote a common awareness of the tactical situation. In addition to escort functions, surface ships can be employed as surveillance pickets to extend the surveillance area beyond the approaches to the AAA.

(3) Maritime Patrol Aircraft

Maritime patrol aircraft (MPA) use a variety of onboard maritime surveillance sensors, including surface search and inverse synthetic aperture radar (ISAR), electronic surveillance measures (ESM) systems, optical systems, and passive and active acoustic sensors to develop and maintain an integrated tactical picture. This tactical picture is communicated to other units via Naval Tactical Data System (NTDS), as well as tactical voice radios. MPA can conduct surface and subsurface coordination flights to extend the surveillance area beyond the approaches to the AAA.

(4) Nonorganic Assets

There are a variety of theater and national general service (GENSER) messages and sensitive compartmented information (SCI) surveillance assets which may be tasked with supporting CMPF C4ISR functions. These sensors can provide imagery intelligence (IMINT), electronics intelligence (ELINT), communications intelligence (COMINT), and measurement and signature intelligence (MASINT) products and analysis to augment maritime surveillance and queue tactical sensors.

(5) SH-2G Helicopters

SH-2G helicopters can be shore-based in the AAA and tasked with searching the sea surface (Q-route) with optical/thermal equipment called Magic Lantern.

(6) Landward Surveillance Sensors

Landward surveillance sensors include hand-held and mounted night vision/thermal imaging systems, ground acoustic and seismic sensors, sniper scopes, and various tripwire and flare systems. The systems are deployed by the LSO to provide early detection of potential landward threats and are usually organized into listening posts/observation posts (LP/OP).

b. Command and Control

The primary C2 assets available to the establishing authority and his subordinate force protection commanders are described below. These assets are used to direct and coordinate surveillance activities and security responses.

(1) Connectivity Assets

The establishing authority's C2 connectivity assets will normally be task-organized from the parent organization from which the establishing authority originates.

(2) Mobile Ashore Support Terminal

The MAST is the CMPF's C2 hub, and is sourced from the NCW's harbor defense command unit and mobile in-shore undersea warfare unit. Its primary capabilities include a tactical C2 system (i.e., JMCIS), and tactical intelligence system (i.e., JDISS), and tactical and long-haul voice and data communications systems (i.e., UHF, VHF, HF, and SHF). JMCIS provides a common tactical display and the means to coordinate actions with other JMCIS-equipped forces, as well as the naval component commander. JDISS provides a demand-pull intelligence support capability to facilitate queuing tactical surveillance sensors to potential threats approaching the AAA, as well as to support planning for follow-on CMPF missions. The communications suite includes tactical secure voice and data for controlling force protection assets, record message processing systems (e.g., CUDIXS and NAVMACS II), and an SHF SATCOM system which provides reach-back capabilities to support JDISS operations and mission planning.

(3) Mobile Inshore Undersea Warfare Radar-Sonar Surveillance Center

One of the mobile inshore undersea warfare (MIUW) radar-sonar surveillance center's (RSSC's) key functions is command and control. The RSSC's fused tactical picture provides the primary capability for the tactical control and direction of maritime interdiction assets in the AAA. The organic tactical picture is maintained on two graphical data fusion system workstations, as well as on a JMCIS workstation. Thermal and visual imaging system CRT displays support the tactical control of small boat interdiction assets, as well as contact identification. The RSSC's communications suite includes tactical secured and unsecured voice and data UHF, VHF and HF capabilities for controlling maritime interdiction assets.

(4) MAGTF Arrival and Assembly Operations Group

The arrival and assembly operations group (AAOG) provides a full array of communications connectivity for the MAGTF Commander during arrival and assembly operations.

(5) Surface Ship Combat Information Center

The combat information center (CIC) in each of the surface ships conducting escort protection for the MPSRON and seaward force protection in the AAA provides the CMPF a primary source of intelligence information and C2 capability.

c. Seaward Security Response

The Naval Coastal Warfare unit is the force protection integrator for the SSOC. The NCW is a combined Navy and Coast Guard command, with select units assigned to Naval and Coast Guard reserve centers. Some of the elements that may comprise the NCW are described below.

(1) Secure and Unsecured Tactical Communications Systems

The RSSC provides the SSO with situational awareness and a tactical plot from which to direct and control seaward security and interdiction assets. The RSSC contains a variety of secure and unsecured tactical communications

systems with which to coordinate the employment of interdiction assets. The SSO normally has TACON of inshore boat units (IBU), port security units (PSU), and/or host nation small boat assets.

(2) Inshore Boat Units

Inshore boat units (IBUs) are small boat units that have two twin-diesel engine-powered Boston whalers armed with machine guns. The boats are used to conduct visit, board, search, and seizure (VBSS) operations. IBUs are normally under TACON of the MIUWU.

(3) Coast Guard Port Security Units

Coast Guard port security units (PSUs) have six Boston Whalers armed with machine guns. The boats are used to conduct VBSS operations. PSUs also have a Maritime Security (MARSEC) component which supports perimeter/access control and landward security response measures. PSU's may be under TACON of the NCW/MIUWU.

(4) Explosive Ordnance Disposal Mobile Unit Detachment

When assigned, an explosive ordnance disposal (EOD) mobile unit detachment conducts hull surveys, mine searches of the MPF vessels (in port/at anchor), and supports anti-swimmer defense measures through use of marine mammals.

(5) Host Nation Assets

Host Nation assets are country-dependent and can include PKMs, LCM-8s, PCs, and other small surface craft capable on VBSS and interdiction operations. The NCW and/or MIUWU may or may not have TACON of host nation assets.

(6) Maritime Patrol Aircraft

Maritime patrol aircraft (MPA) provide over-the-horizon surface/subsurface surveillance in the AAA. MPA also can conduct coordinated anti-ship and anti-submarine attacks, depending upon armament.

(7) Shore-Based Helicopters

Shore-based helicopters can operate as anti-submarine assets and respond to surface contacts in the operational area.

(8) Surface Mine Counter-Measures

Surface mine counter-measure ships conduct mine sweeping in the approaches to the harbor/port facility before and during MPF operations in order to establish and maintain Q-routes through the AAA.

(9) Airborne Mine Counter-Measures

Airborne mine counter-measure helicopters conduct mine sweeping in approaches to the harbor/port facility before and during MPF operations in order to establish and maintain Q-routes through the AAA.

d. Landward Security Response

Landward security response forces will be assigned based on the threat. In addition to ground and air combat forces, a variety of supporting elements may be deployed and integrated into the landward defenses of the AAA by the LSO, such as Military Police, EOD personnel, K-9 patrol dogs, stinger batteries, host nation police and physical security elements, USMC force protection sub-teams, and Naval Criminal Investigative Service personnel.

5005. Force Protection Planning Factors

This section describes force protection planning factors associated with each phase of an MPF operation.

a. Planning Phase

The planning phase involves a thorough threat assessment, an evaluation of the tactical and environmental situation, the assignment of force protection assets sufficient to mitigate potential threats, and the development of a comprehensive force protection plan.

(1) Situation Assessment

A situation assessment involves a threat analysis, a survey of the proposed AAA, and a review of the available/assigned force protection assets. Threats to MPF operations vary significantly during each phase of an MPF operation, from deep water submarines and long-range aircraft during the transit phase, to combat swimmers, mines and small craft in the AAA. Changing factors create a need for constant vigilance and evaluation of force protection measures. The following is a list of potential threats to MPF operations in the AAA and is provided to assist planners in developing force protection measures. Note that this is not a comprehensive guide to all potential threats; counter-intelligence and intelligence sources should be solicited to provide tailored threat assessments for the designated AAA and its approaches prior to and during MPF operations.

- Sabotage: Generally a small explosive device smuggled on board an MPF ship to destroy vital shipboard system and/or stored equipment and supplies
- Light aircraft: Small manned aircraft capable of eluding air defense radars and equipped with small bombs and/or missiles. Light aircraft may be explosive-laden for a suicide mission
- Combat swimmers: Frogmen with snorkeling and/or self-contained breathing apparatuses who carry mines and/or small torpedoes
- Small surface craft: Swift surface craft of less than 100 feet in length which can carry a combination of hand-held or shoulder-fired missiles, heavy automatic weapons, rockets, and small arms. These craft can also be used for mine laying and to insert combat swimmers into the AAA
- Mines: Magnetic- pressure- acoustic- and contact-influenced explosive devices which can be moored, buried or adrift in deep, shallow, or very shallow water or surf zones
- Diesel submarines: Small to medium submersibles and semi-submersibles capable of carrying combat swimmers, torpedoes and mines. Includes midget and mini-submarines
- Car/truck bombs: Generally large, vehicle-transported explosive devices
- Boarders
- Piracy
- Portable missiles
- Harassment: Planned demonstrations, civil unrest, etc.

(2) Survey, Liaison, and Reconnaissance Party

A survey, liaison, and reconnaissance party (SLRP) is generally detailed to assess the proposed AAA. It is imperative that the FPO (or his designated representative) and air, sea and land security personnel be assigned to the SLRP in order to conduct a force protection situation assessment. This assessment should include identification of optimum

locations for shore-based surveillance assets, determination of the ability of a host nation to support/augment force protection measures, survey of piers and potential boat maintenance facilities, identification of improvements needed in potential static defensive positions, development of fields of fire for landward security forces, etc. The force protection assessment survey is part of the SLRP checklist (see appendix D, tab d) and can be used by planners to support a detailed force protection assessment.

(3) Force Protection Plan

Based on the threat and force protection situation assessments, the Force Protection Officer will coordinate the development of a force protection plan for approval by the establishing authority. See section 5005 for a force protection plan format. The force protection plan should include—

- An overview of the threat and tactical situation
- A summary description of the force protection mission
- Designation of the FPO, ASO, LSO and SSO and their responsibilities
- A concept of operations, including the commander's intent, phased deployment of force protection elements, seaward security top-level actions, and landward security top-level actions
- Preplanned tactical responses to landward and seaward threats
- Command and control, including organization and description of assets

b. Marshalling and Movement Phases

During these phases, force protection for MPF shipping is the responsibility of the naval component commander. However, the establishing authority/FPO should coordinate with the naval component commander in planning for escort operations, routing of the MPF ships to the AAA, determination of the point at which the MPF ships chop to the CMPF for operations and force protection, and subsequent use of escorts for force protection at the AAA. The primary objectives during this phase include the phased deployment of force protection assets to the AAA and the preparation of the AAA for MPF ship arrival.

(1) Phased Deployment of Force Protection Assets

Force protection assets are normally sequenced into the AAA in the following order to accomplish the following tasks:

- Landward security elements: to establish secure perimeters at the pier, beach and airfield areas; to link-up with host nation landward security elements; and to conduct EOD sweeps of piers, port facilities, adjoining roads, and berthing areas. These elements may be flown in from outside the theater of operations or detached from the in-theater MEU embarked in the deployed ATF/ARG
- C4ISR elements: to conduct layered surveillance operations, establish the force protection C2 organization, and coordinate force protection measures with host nation agencies. These elements may be flown in from outside the theater of operations and/or provided from prepositioned/deployed assets
- Seaward security elements: to establish security zones at the off-load area(s), to conduct MCM/EOD sweeps of the piers and anchorages in the AAA, and to link up with host nation seaward security elements for coordinated seaward security response. These elements may be flown in from outside the theater of operations and/or provided from prepositioned/deployed assets

(2) AAA Preparation for the Arrival and Assembly Phase

During this phase, force protection for MPF shipping is the responsibility of the Navy component command (NCC). The force protection of the strategic airlift is retained by the supported and supporting CINCs. The primary goal is to secure the AAA in advance of ship and aircraft arrival. This involves:

- AAA sanitization: includes the coordination of overlapping organic and nonorganic surveillance coverage, implementation of seaward threat interdiction procedures, coordination with host nation security forces, and verification that vessels anchored or pierside or underway in the AAA are non-threatening—and strategic aircraft and the flight ferry can fly safely into the AAA
- Q-route establishment: includes the coordination of defensive mine laying, identification of primary and alternative routes through the AAA to the off-load area(s), and coordination of periodic MCM sweeps through the Q-routes to ensure that they are clear
- Testing of security response measures to simulated air, landward and seaward threats: includes coordinated responses at the air, land-sea interface, communications effectiveness, and host nation interoperability
- Declaration of the AAA as safe to enter for the strategic/tactical aircraft and MPS

c. Arrival and Assembly Phase

This phase includes MPS arrival, off-loading force standup, and regeneration operations. The primary focus of force protection during this phase is steady-state operations, continual reevaluation of security effectiveness and requirements, and daily coordination among force protection commanders and elements. This involves—

- Daily planning and coordination among FPO, ASO, SSO, LSO, and host nation commanders, including command-level reassessment of the threat and force protection posture
- Evaluation and verification of the performance of deployed tactical sensor systems, including determination of radar shadows, conducting acoustic range checks for predictions validation, and verifying optical sensor coverage and overlap
- Daily operations reporting, with daily force protection status information and commanders estimates forwarded from SSO, ASO, and LSO to FPO, and from FPO to the establishing authority
- Reevaluation of security requirements and requests for additional force protection assets when warranted. For example, MPF ships may be moved from anchorage to pierside, or vice versa, which could require rearrangement of (or additional) surveillance and force protection assets to conduct the mission
- Chopping various forces in/out of the force security organization, as required (MPA, surface pickets, MCM ships, host nation assets, etc.)
- Maintaining vigilance and the tactical edge. This can be accomplished through controlled testing of surveillance effectiveness and security response measures

d. Regeneration Phase

This phase includes the regeneration of the MPS, and the redeployment of the MPF, to include the phased redeployment of force protection and surveillance assets. The primary focus is the safe and secure departure of friendly forces from the AAA. This phase involves—

- MPS departure: includes the escort and hand-off from CMPF security forces to escorts assigned by the naval component commander. Responsibility for force protection is generally passed from CMPF to the escort commander at a designated point near the outer boundary of the AAA

- Phased redeployment of seaward security and C2 forces: Redeployment of these forces normally commences when the MPF ship(s) have departed the AAA. In a contingency situation, these forces may remain in theater and transition to other missions under the theater CINCs OPLAN, such as JLOTS support, port security and harbor defense, and SLOC defense
- Landward security, campsite and airfield security forces redeployment: Landward security forces are generally the last to redeploy. In a contingency situation, these forces may remain in theater and transition to other missions under the theater CINCs OPLAN

5006. Force Protection Plan Format

a. Situation

- Top-level description of the MPF operation/exercise
- Location
- U.S. and host nation force protection responsibilities
- Top-level commanders guidance to elements and personnel on protection measures
- Threat assessment, historical and current CINCs assessment
- Alert state and terrorist threat condition (THREATCON)

b. Mission

The mission is the statement of the MPF mission from the CINCs initiating directive

c. Execution (Concept Of Operations)

(1) Commander's Intent

- Statement of threat potential for attack
- Principal force protection objectives
- Predeployment training and personal awareness
- Critical vulnerabilities
- Principal efforts to guard against perceived threats
- C2, the center of gravity
- Rapid response to warning indicators
- How to measure effectiveness of the force protection plan

(2) Force Security Organization

- Identification of the establishing authority
- Identification of the Force Protection Officer

- Force Protection Operations Center description
- Identification of the Air Security Officer
- Identification of the Seaward Security Officer
- Identification of the Landward Security Officer
- Relationships

(3) Seaward Security

- Description of U.S., multinational, and/or host nation forces responsible for seaward security
- Summary of seaward threats to MPF shipping and personnel
- Description of force protection for MPF ships enroute to the AAA
- Description of seaward security measures inside the AAA, including—
 - Security areas and exclusion zones
 - Seaward Security Officer C2 operations
 - Surveillance operations in the AAA
 - Small boat VBSS operations in the AAA
 - Layered defenses
 - Description of hand-off procedures between large escorts and small boats
 - Waterside security and EOD operations
 - Reporting responsibilities
- Summary of preplanned seaward security responses to specific threats

(4) Landward Security

- Description of U.S., multinational and/or host nation forces responsible for landward security
- Summary of landward threats to MPF shipping and personnel
- Description of landward security elements
- Description of landward security measures including—
 - Landward surveillance assets and concept
 - Access control points
 - Convoy escort operations

- Quick reaction forces
- EOD operations
- Host nation integration
- Layered defenses
- Reporting responsibilities

d. Summary of Preplanned Landward Security Responses to Specific Threats

(1) Administrative

- Force protection coordination meeting schedule and location
- Administrative support discussion
- Force beddown
- Personal protective gear
- Other administrative information relevant to force protection

(2) Command and Control

- Locations and relationships of force protection commanders
- Description and relationships of other subordinate players, including NCIS and USMC force protection teams

CHAPTER 6

INTELLIGENCE

6001. General

Intelligence operations in support of MPF operations, while similar to those of amphibious operations, have unique requirements due to the nature of the MPF mission, operational environment, JTF, MAGTF and CMPF task organizations and command relationships, and deployment phasing. Key considerations include:

a. Threat

Detailed intelligence on the threat situation and its capabilities, vulnerabilities and estimated courses of action within the area of operations is critical to support early MAGTF planning requirements and decisionmaking. Additionally, under uncertain conditions, similar intelligence is also required on host country military, paramilitary and law enforcement forces with which the MAGTF will need to coordinate operations.

b. Operational Environment

The operational environment is defined as a composite of the conditions, circumstances, and influences which affect the employment of military forces and bear on the decisions of the unit commander. Some examples are:

- **Permissive Environment:** An operational environment in which host country military and law enforcement agencies have control and the intent and capability to assist operations that a unit intends to conduct
- **Uncertain Environment:** An operational environment in which host government forces, whether opposed to or receptive to operations that a unit intends to conduct, do not have totally effective control of the territory and population in the intended area of operations
- **Hostile Environment:** An operational environment in which hostile forces have control and the intent and capability to effectively oppose or react to the operations a unit intends to conduct (Joint Pub 1-02.)

c. Weather Conditions and Key Infrastructure

Comprehensive, accurate intelligence on the area of operations weather conditions and on key infrastructure questions is of critical concern to support MAGTF planning and decisionmaking. Early assessment of basic intelligence products and databases, particularly those maintained by the combatant command's Joint Intelligence Center (JIC), will satisfy most initial intelligence requirements. In particular, detailed and continually updated intelligence will generally be required on the following: all ports and harbors; airfields; roads, railways, and other lines of communications; telecommunications and utility infrastructures; and other key facilities within the area of operations.

d. Task-Organization and Deployment Phasing

Satisfaction of most MAGTF priority intelligence requirements (PIRs) will be dependent upon JTF, theater and other Navy intelligence operations until sufficient MAGTF organic intelligence and reconnaissance units are deployed within the area of operations to commence operations. This places a premium on effective integration of joint, naval, and MAGTF intelligence planning and operations, clear identification of MAGTF PIRs and other intelligence requirements, and reliable and robust supporting communications and information systems (CIS) operations.

e. Command and Control

The likely large geographic separation of the MAGTF Commander and the CMPF will generally preclude formation of an amphibious task force intelligence center (ATFIC). This along with the geographic separation from the JTF will challenge MPF command and control (C2). Accordingly, detailed C2 and intelligence contingency plans, standard operating procedures (SOPs), area intelligence studies and supporting CIS are critical to support early planning requirements and MAGTF operations.

6002. Required Intelligence Capabilities

Required intelligence capabilities for MPF operations are similar to those of any other operation, with only the specific focus and intensity varying. The following intelligence capabilities are required to support MPF operations:

- Perform intelligence preparation of the battle (IPB) and situation development covering a broad maneuver space
- Analyze threat forces to determine centers of gravity and critical vulnerabilities
- Conduct detailed terrain, hydrographic, port, airfield, and lines of communication (LOC) analysis to support MPF operations
- Ensure communications and information systems connectivity and interoperability with national, theater, and joint forces' intelligence assets, which provide intelligence support before the arrival of the MPF MAGTF in the objective area
- Coordinate stand-off collection assets that are capable of satisfying force requirements from over the horizon
- Provide organic imagery, signals intelligence (SIGINT), human intelligence (HUMINT), counterintelligence (CI), remote sensor, geospatial information and services (GI&S), and ground and aerial reconnaissance assets that are capable of satisfying MAGTF tactical collection requirements as the MPF enters the area of operations and commences operations
- Coordinate dissemination systems that link widely dispersed Joint, Naval, and Marine forces afloat and ashore

6003. Intelligence Requirements

Specific intelligence requirements (IRs) will be situationally dependent. A good source to aid all planners with the identification of IRs is the *Generic Intelligence Requirements Handbook* (MCIA-1540-002-95) prepared by the Marine Corps Intelligence Activity. The following list of notional IRs reflect intelligence gaps that are typical for MPF operations.

- Threat force locations, dispositions, compositions, and activities within the AOR, particularly as they impact on the requirement for a secure area, as well as pose threats to the movement of MPS
- Location and characteristics of an airfield suitable for AMC and CRAF aircraft operations, and the throughput capability to support the projected airflow
- Location and characteristics of an adequate port and/or beach for timely off-load of the MPSRON. A port must have sufficient water depth, overhead clearance, and maneuver room for the ships
- Characteristics of the transportation network between the port and/or beach and the airfield
- Location and characteristics of potential anchorages
- Hydrographic data to include tides, currents, beach gradient, composition, trafficability, beach frontage and depth, surf conditions, and channel information
- Predominant weather conditions in the area to include visibility, winds, flying conditions, and astronomic data

- Incorporation of the Force Protection Operations Center (FPOC) into the intelligence system

6004. Responsibilities

a. Establishing Authority

- Determine, validate, and prioritize IR, and consolidate intelligence needs of the MPF elements
- Coordinate the collection, processing, production, and dissemination of intelligence to MPF elements
- Review and forward requests for intelligence and counterintelligence support
- Establish liaison with appropriate intelligence agencies
- Coordinate the production and dissemination of all-sourced intelligence/counterintelligence studies, estimates, and other products to support MPF requirements

b. MAGTF Commander

- Determine, validate, and prioritize MAGTF IRs
- Review existing intelligence publications and data bases to identify critical gaps in information
- Initiate organic intelligence and reconnaissance operations
- Forward intelligence requirements to appropriate operational commanders
- Develop or activate intelligence collection plans to include requests for national/theater intelligence support
- Prepare and disseminate intelligence estimates and studies to support operational planning
- Identify/refine GI&S requirements and prepare/activate the MAGTF war reserve stock for delivery
- Distribute GI&S products from the MAGTF planning allowance for initial operational planning
- Develop and coordinate target intelligence activities as part of the overall targeting function
- Coordinate with other MPF elements for intelligence planning as required
- Identify intelligence communications and information systems requirements

c. Commander, Maritime Prepositioning Force:

- Ensure continuous intelligence support to Navy elements from supported and supporting CINCs
- Coordinate intelligence and counterintelligence measures in support of Navy operations

d. Commander, Navy Support Element and Commander, MPS Squadron

- Determine and submit intelligence requirements to the CMPF
- Coordinate with other MPF elements for intelligence planning as required
- Distribute charts, photographs, and other intelligence materials to NSE Elements

e. Other Force Commanders

Other force commanders are responsible for determining their intelligence requirements, and preparing an intelligence plan compatible with the specific needs of their respective forces. Requests for intelligence peculiar to the specialized operations of these forces must be submitted by the force commanders to their operational commander.

6005. Supporting Intelligence Agencies and Organizations

Because of the nature of MPF operations and the variety of operation plans, MPF elements may receive intelligence support from more than one unified command. Intelligence support is provided by intelligence agencies or organizations in response to validated intelligence requirements forwarded and validated through appropriate operational chains of command. Examples of supporting agencies and organizations include the following:

a. National

- National Security Agency (NSA)
- Central Intelligence Agency (CIA)
- Defense Intelligence Agency (DIA)
- National Reconnaissance Office (NRO)
- National Intelligence Mapping Agency (NIMA)

b. Theater

- CINC joint intelligence center (JIC)

c. Joint Task Force

- Joint Intelligence Support Element (JISE)
- National Intelligence Support Team (NIST)

d. Naval Services

- National Maritime Intelligence Center (NMIC)
- Naval Criminal Investigative Service (NCIS)

e. Host Nation and Multinational Forces

CHAPTER 7

MPF COMMUNICATIONS PLANNING

7001. General

MPF operations require a detailed communications plan for the establishing authority, MAGTF Commander, and CMPF to exercise command and control over the MPF. The communications plan must consider command and control requirements that are both internal and external to the MPF. The communications plan must support mobilization from home stations, enroute movement, arrival and assembly, and the stand up for employment of the force. The plan must adapt to changes in activities, command relations and task organization. Communications requirements for an MPF operation vary with the location and method of employment. Contingency plans are the basis for detailed communications planning. Communications planning commences concurrently with other operational planning (execution planning) and is continuous throughout all phases of an MPF operation. Factors that must be considered during the planning process follow.

7002. Planning Factors

- Communications equipment and communications security (COMSEC) material must be compatible and of a sufficient quantity to support all phases of the MPF operation.
- Communications requirements change during the phases of an MPF operation. Coordination between the elements of the MPF and supporting units is necessary to ensure essential communications requirements are continually met.
- Use of both U.S. and foreign civilian communication systems should be maximized in order to be consistent with operational security (OPSEC) and COMSEC policy.
- The location of the MPF operation dictates the extent of the inter- and intra-area coordination required.
- Each phase of the MPF operation has internal and external command and control requirements. Communications systems must support the command and control requirements regardless of the type of MPF operation (e.g., independent or augmentation).
 - Independent MPF operations require a stand-alone communications plan.
 - Augmentation MPF operations require a communications plan that complements the augmented force's communications plan.
- The use of joint staff (JS)- and CINC-controlled communications assets must be planned for and requested.
- COMSEC measures must be exercised by all elements of the MPF.

7003. Responsibilities

a. Establishing Authority

- Prepares the overarching communications plan for the MPF operation and subsequent MAGTF mission
- Identifies COMSEC materials
- Identifies dedicated and special purpose circuits

- Coordinates with the CINC for the use of JS- and CINC-controlled communications assets
- Coordinates the use of host nation communications facilities with the supported CINC
- Issues communications instructions necessary to exercise OPCON over assigned forces and to coordinate and direct activities of supporting forces
- Supervises MPF communications
- Ensures that all communications shortfalls are integrated and addressed to the CINC as appropriate

b. MAGTF Commander

- Prepares the MAGTF's communication plans for MPF and subsequent operations
- Activates the communication systems to include the deployable Global Command and Control System (GCCS) capability necessary to support both internal and external MAGTF command and control requirements during each phase of the MPF operation
- Coordinates communications connectivity with CMPF and adjacent units as required
- Supervises MAGTF communications

c. Commander, Maritime Prepositioning Force

- Provides and allocates frequencies to Navy elements of the MPF
- Coordinates communications requirements with the establishing authority
- Issues communication instructions necessary to exercise OPCON over assigned Navy forces
- Coordinates communications connectivity between the naval task force (NTF) and the MAGTF
- Supervises NTF communications

d. Commander, Navy Support Element

- Prepares the NSE communications plans for MPF and subsequent operations
- Identifies communications requirements and shortfalls to the CMPF
- Activates the communications systems necessary to support both internal and external NSE command and control requirements during each phase of the MPF operation
- Coordinates communications connectivity with the CMPF and adjacent units as required
- Supervises NSE communications

e. Commander, MPS Squadron

- Prepares the MPSRON's communications plans for the MPF operation

- Identifies communications requirements and shortfalls to the CMPF
- Activates the communications systems necessary to support both internal and external MPSRON and OPP command and control requirements during each phase of the MPF operation
- Coordinates communications connectivity with the CMPF and adjacent units as required
- Supervises MPSRON communications
- Requests naval embarked advisory team (NEAT) detachment augmentation to support convoy or escort communications requirements and technical expertise

f. Force Protection Officer

- Prepares FPOC communications plan for the establishing authority
- Identifies communications requirements and shortfalls
- Activates the communications system necessary to support both internal and external FPO command and control requirements during each phase of the MPF operation
- Coordinates communications connectivity with senior and subordinate units as required
- Supervises FPOC communications

7004. Communications Planning by Phase

a. Planning Phase

Execution planning, including communications planning, begins upon receipt of the warning order. Contingency plans are reviewed. The communications plan must support the command and control requirements of the deployment plan. Planning requires direct communications between the MAGTF and NTF commanders and units. The use of existing commercial and military communications facilities for connectivity between the MPF elements and supporting units is also required. Liaison personnel should be used whenever possible.

b. Marshalling Phase

The marshalling phase is characterized by the completion of final preparations for movement to APOEs, and loading aboard aircraft. Communications requirements identified to support the planning phase remain valid. Additional requirements, such as the MAGTF's responsibility for the communications requirements of the NSE, should be identified and planned for prior to execution of this phase.

(1) Internal Communications

Each major element is responsible for establishing and maintaining required communications with its subordinate elements. The establishing authority will ensure that supporting commands, unique to the marshalling phase, are included in appropriate communications plans.

MAGTF internal communications must support the orderly marshalling of units, personnel, and equipment for air movement. Commercial and existing systems, augmented by minimum tactical circuits, provide the primary means of communications. Any tactical communications must be provided by units external to the deploying MAGTF. The NTF will rely on organic systems.

(2) External Communications

The establishing authority shall ensure that joint communications facilities are available for marshalling forces. External communications for the MAGTF are provided by existing commercial and garrison (base) facilities or by units external to the deploying MAGTF. For example, the MAGTF establishes communications with AMC through the TALCE at the aerial ports of debarkation (APODs) and aerial ports of embarkation (APOEs). Forces at marshalling airfields rely on MAGTF communications systems. The NTF utilizes existing communications systems.

c. Movement Phase

MPF elements deploy their forces to the AAA by different modes (e.g. the MAGTF by air, the MPSRON by surface). The resultant communications requirements are satisfied by a variety of means. The movement phase is generally characterized by increased reliance on deployable, tactical systems as MPF command and control requirements shift to the AAA.

(1) Internal Communications

The MPF elements must establish reliable communications with their subordinate elements. These requirements are normally satisfied with existing systems. The CMPF shall ensure that communications traffic is kept to a minimum because available circuits will be limited. A combination of host nation commercial telephones and single channel radios, provided by the supporting organization, establishes connectivity between APOEs, APODs, en route support bases, and the AAOG. Once the AAOG is established, MAGTF communications are established with the MEF Operations Center and the departure airfield control groups at APOEs in order to initiate total asset visibility (TAV) and in-transit visibility (ITV) of FIE personnel and equipment. The TALCE provides communications for the AMC command and control system at the departure, arrival, and en route airfields. Designed to provide AMC positive control over AMC aircraft, this net offers a possible alternate means to pass emergency traffic. The SLRP is one of the first elements of the MPF to deploy. If alternate means of communications do not exist, the SLRP is supported by a MAGTF communications team that will have sufficient communications capability for communications with the MAGTF's main body. Once the NSE begins movement, its communications connectivity is dependent upon aircraft communications assets while airborne—and upon base communications facilities during aircraft stopovers. The MPSRON utilizes existing communications systems, or requests augmentation from a NEAT detachment.

(2) External Communications

The previously identified types of communications between the MPF elements remain available. The establishing authority shall ensure that communications within the AAA are integrated. MAGTF communications to the CMPF (and adjacent commands as required) are accomplished through home station facilities and communications systems activated in the AAA. Secure en route communications are required to ensure the commander has positive command and control of the MAGTF throughout the movement phase. A limited MAGTF capability exists with the employment of portable satellite communications equipment at intermediate stops. The MPSRON relies on existing systems.

d. Arrival and Assembly Phase

Arrival and assembly is the most crucial phase of the MPF operation. Because of scope, operational intensity and wide dispersion of units, the communications systems required to exercise command and control become increasingly complex. Effective communications must be established to ensure the efficient functioning of all elements involved in arrival and assembly operations.

(1) Internal Communications

Proper identification and coordination of internal communications requirements are key to successful arrival and assembly operations. Close staff liaison must be maintained from the outset of the execution planning phase to ensure identification of all communications requirements. The establishing authority shall—

- Monitor execution of the communications plan
- Coordinate COMSEC efforts

- Employ host nation communications, if available and appropriate

The MAGTF tactical communication systems are installed, operated, and maintained as personnel and equipment arrive in the AAA (and MPE/S becomes available). Initial reliance is on single-channel radio. When multichannel radio and telephone systems are activated, single-channel radio systems become a secondary means of communication. Communication guards for GENSER traffic for MAGTF elements are shifted from home-based communications centers to tactical communications centers. The communications architecture must support the data transfer of accountability information (i.e., MDSS II) throughout the AAA. The means to do this are wireless modems or local area networks. The MDSS II files are substantial, and therefore, require a robust communications architecture.

The MPSRON utilizes existing communications systems. MPSRON communications capabilities are contained in appendix B. Navy and Marine Corps units must bring interoperable hand-held radios to conduct shipboard operations.

(2) External Communications

Increased reliance is placed on deployable communications systems for GENSER traffic and telephone service. Existing host nation assets are used to the maximum extent possible. The establishing authority shall ensure that host nation communications facilities (if available and capable of providing the desired service) are employed. A separate communications facility is required for classified message traffic. The establishing authority also keeps the CINC informed of communications capabilities.

The MAGTF's external communications are provided in the form of secure voice, GENSER traffic, GCCS (SIPRNET), E-mail (NIPRNET), and Data Transfer. Essential external connectivities are provided from MAGTF assets. Dedicated and special purpose circuits may require the use of JS- or CINC-controlled communications assets. The MPSRON, NCW, and NEAT utilizes existing communications systems. COMPSRON provides an alternate communications guard for the NSE or other elements of the MPF.

MAGTF satellite communications (SATCOM) assets include AN/TSC-93B. SATCOM is used to provide initial Command, Control, Communications, Computers, and Intelligence (C4I) connectivity and necessary support for the rapid establishment of a forward-deployed MAGTF Headquarters. The AN/TSC-93B is sourced from the Communications Battalion as required. The equipment needed for MAGTF SATCOM includes the following:

- AN/TSC-93B
- AS-3036 (8 feet) Satellite Antennae
- M923 5-ton truck
- SB-3614 Switchboard (4 DSN)
- (2) MEP-003 (30 Kw) Generators
- (1) MEP-006 (60 Kw) Generator
- (2) M1042 HMMWV
- (1) M998 HMMWV
- (14) STU III Telephones
- (1) Windows NT Server w/(10) Laptops
- (4) GCCS Workstations

MAGTF SATCOM also involves the following personnel:

<u>RANK</u>	<u>MOS</u>	<u>BILLET</u>
(1) Lt	2502	Communications Officer
(1) GySgt/SSgt	4066	SNCOIC/Data Systems Chief
(1) Sgt	2821	Computer Technician
(1) Sgt	2823	Tech Controller

(1) Sgt	2536	AN/TSC-93B Team Leader
(2) Cpl/LCpl	2536	AN/TSC-93B Team Member
(1) Sgt	2834	GMF Controller
(1) Sgt	2515/2518	Wire Chief
(1) Cpl	2512	Field Wireman
(2) Cpl/LCpl	2542	Comm Center Operator
(1) Cpl	1141	Generator Operator

The Defense Satellite Communications System (DSCS) is managed by the Defense Information Systems Agency (DISA) as a major component of the MILSATCOM program. DSCS provides the transmission backbone of high-capacity command and control (C2), intelligence, and multi-channel communications services. The network supports the Department of Defense (DOD), the Commanders in Chiefs and their component commands. DSCS also provides worldwide access to the Defense Communications System (DCS), which includes the Defense Switched Network (DSN), the Defense Message System (DMS), the Defense Data Network (DDN/DISN), and tactical Ground Mobile Force Satellite Communications terminals.

The satellite network is composed of DSCS II and III multi-channel SHF satellites in geosynchronous orbit 22,000 miles above the earth; these satellites are networked with ground-based satellite tactical entry points (STEP) worldwide. The DSCS space constellation is comprised of five primary satellites to provide worldwide coverage. In addition to the primary satellites, there are backup satellites (which are in orbit but are not operational) in the vicinity of the primary satellites. These backup satellites can become operational if there is a major failure of the primary satellite, or, as in the case of Desert Storm, if the need is sufficient to require two satellites working simultaneously to cover the area.

e. Regeneration Phase

Communication planning for the regeneration phase is discussed in Chapter 11.

7005. The Communications Plan

The MPF communications plan reflects the command and control requirements of the establishing authority, MAGTF Commander, and the CMPF. The communications systems provide connectivity between the commanders, enabling them to exercise command and control requirements. These requirements may be commercial (host nation, U.S., or multinational), military (U.S. or multinational), or a combination of these. The communications plan provides instructions for the use of tactical and commercial communications systems, frequencies, call signs, cryptographic hardware and software, authentication systems, and special purpose communications equipment and support. The communications plan details the circuits, channels, and facilities required to support the MPF operation. It should include—

- General coverage of the communications situation, including assumptions, guiding principles, and the concept of operational communications employment
- An announcement of the communications mission
- Delegation of communications tasks and responsibilities to the MPF elements
- Detailed instructions relative to the organization, installation, operation, and maintenance of communications systems and coordination of the entire communications network
- Assignments of call signs, frequencies, COMSEC equipment, keymats, codes, and authentication systems
- Instructions concerning countermeasures, cover and deception, security, recognition and identification, navigation aids, and other special communications and electronic functions
- Communications-electronics logistics support

- Communications with AMC command and control agencies during all phases of the operation

The MPF communications plan is prepared in detail to facilitate its use by commanders at all echelons. The format of the communications plan should be standardized for use by any unit assigned to support the MPF operation. Information and instructions contained in the communications plan, but necessary for completion of a subordinate commander's communications plan, could be provided in annex or appendix form. This reduces duplication of the preparation and reproduction efforts and minimizes the possibility of errors.

7006. Host Nation Support

Basic host nation support information and considerations are contained in appendix D, tab C.

CHAPTER 8

MPF LOGISTICS PLANNING

8001. General

This chapter examines the logistics requirements for an MPF operation. Logistics planning for MPF operations must be comprehensive, provide maximum flexibility, and address the multifaceted character of the operation, including—

- Marshalling and movement to ports of embarkation (deployment support operations)
- Interrelated air and sea movements
- Arrival and reception in the AAA
- Preparation and distribution of Maritime Prepositioning Equipment/Supplies (MPE/S)
- Support of tactical operations
- Regeneration operations

8002. Logistics Planning Considerations

a. The Objective and Planning Continuum

While not part of the MPF operation, the MAGTF Commander's concept of operations for subsequent employment drives logistics planning during an MPF operation. MPF logistics planning must satisfy anticipated logistics requirements. The MAGTF Commander's deployment planning must consider—

- CSS requirements based on the mission, concept of operations, troop and equipment lists, operational environment, and enemy capabilities
- Time phasing of CSS capabilities in the area of operations
- Task organization of the CSSE
- Development of the CSS concept. Planning must address the broad functional areas of supply, maintenance, transportation, deliberate engineering, health services, and other services
- Follow-on sustainment, based on the duration of the operation

b. Off-Load Planning Considerations. See Chapter 4.

c. Integration with Existing Logistics Systems

To reduce deployment and unique support requirements, one goal in MPF logistics planning is to use existing logistics systems and infrastructure as much as possible. Use of existing HNS and interservice support by all elements of the MPF is encouraged during the MPF operation. Planning must focus on the provision of continuous support for the duration of the MPF operation, subsequent employment operations, and establishment of a "pipeline" through normal channels. Plans to support an MPF operation must be consistent with plans to support subsequent operations.

d. Sustainability of Maritime Prepositioning Forces

The combination of prepositioned materiel and airlifted elements associated with an MPF operation provides an MPF MAGTF with sustainment capability for up to 30 days. Smaller MAGTFs, deployed in accordance with the MPF concept, may be sustained ashore for greater or lesser amounts of time depending on the size of the force, and the number of MPS in support of that force.

e. Facilities Required for Off-Load

Certain requirements must be met in order to complete an MPF operation. Since constraints affect logistics planning for MPF operations, the logistics plan must accommodate the ability of existing facilities to meet those requirements. Key factors for the use of those facilities are detailed below.

(1) Beaches

Unlike amphibious operations, logistics considerations drive beach selection for MPF operations. Desirable characteristics include—

- Egress and transportation networks to inland destinations
- Availability of staging areas near off-load points
- Availability of bulk fuel storage facilities
- Suitable near-shore and offshore hydrographic conditions
- Landing points and safe havens for lighterage
- Availability of ammunition storage sites

(2) Ports

Considerations include—

- The ability to accommodate ships of the MPSRON (e.g., water depth, length, overhead clearance, and maneuver room)
- Port services (e.g., navigation aids, pilots, tug boats, oily water discharge, hotel services)
- Off-load capability (e.g., pier space, staging areas, covered storage, pier width, capacity, and the availability of materials handling equipment)
- Proximity to the arrival airfield UAAs and beach
- The availability of MSRs

(3) Arrival Airfield(s)

Considerations include—

- Runway and taxiway capabilities for AMC/CRAF aircraft
- Providing sufficient capacity to support the arrival and assembly plan

- Aircraft staging areas (maximum on ground (MOG)) sufficient for Air Mobility Command (AMC)/Civil Reserve Air Fleet (CRAF), and MAGTF aircraft operations
- Instrument and navigation aids. An air traffic control capability with radar-assisted landings and takeoffs, and effective radar surveillance and communications sufficient to achieve positive airspace control is desired
- Availability of staging areas for temporary staging of airlifted elements (personnel and cargo)
- All-weather transportation networks linking the airfield with the beach/port UAAs and TAAs
- Sufficient material handling equipment (MHE) and dunnage to off-load transport aircraft
- Airfield lighting to support 24-hour operations

(4) Tactical Airfield(s)

Consideration for tactical airfields (some of which also relate to the arrival airfields) are detailed below.

- Fuel: This involves the type, quantity, and quality of POL the host nation is willing to provide, and the compatibility of systems (host nation to U.S. aircraft/host nation to Tactical Airfield Fuel Dispensing Systems (TAFDS)). Maximum use of existing storage and transportation facilities is critical as the initial POL off-load will saturate the tactical systems. The number of TAFDS sites is based on the location of aircraft and the requirement for separate fueling areas. Installation space, with safety buffer zones, and room for expansion of systems must be considered in addition to interference with other airfield facilities.
- Class V(A) Issue, Loading, Arming/Dearming and Storage: Procedures must be established prior to the arrival of tactical aircraft. The Class V(A) ordnance storage area should be as close as possible to the aircraft loading area, but at a sufficient distance to ensure compliance with existing explosive safety regulations.
- Aircraft Maintenance and Supply Support: MAGTF aircraft will initially receive organizational maintenance using support equipment off-loaded from the MPSRON, and supplies provided from the fly-in support package (FISP) that accompanies the FIE. If the T-AVB is deployed, the intermediate maintenance activity (IMA) facilities can be configured into administrative or working modes during the transit to the AAA (684 containers in administrative mode and 352 containers in working mode). If a portion of the IMA remains afloat, space for maintenance and supply facilities at the airfield may be reduced.
- Aircraft Rescue and Firefighting (ARFF): Tactical and geographic considerations, dispersal of aircraft, and availability of host nation assets must be considered.
- Weather services may be provided by the establishing authority, MAGTF, CMPF, AMC, or the host nation.
- Air Traffic Control (ATC): Host nation ATC facilities and available services may require augmentation. ATC should include a flight clearance capability to process ICAO Form 1801 and DD Form 175 flight plans. ATC should also include integration of the host nation ATC facility and the Marine Air Command and Control Squadron (MACCS).
- Engineering Support: Requirements for engineer support will vary with airfields, and may include—
 - Clearing obstruction(s) from aircraft operating areas and apron overrun
 - TAFDS installation
 - Utilities (including an airfield power supply)
 - Horizontal and vertical construction

- Water supply/hygiene
- Arresting gear installation support
- Heavy equipment/MHE support
- Installation of an expeditionary airfield (EAF)

(5) Intra-Theater Transportation Network

The intra-theater transportation network encompasses roads, bridges, canals, pipelines, railroads, barges, aircraft, etc. The MAGTF should not solely rely upon the road network to conduct arrival and assembly operations. All aspects of the theater's transportation grid should be employed if they are feasible and economical. Normally, the MAGTF can adequately transport itself approximately 50 miles from the beach and port facilities. If the host nation support cannot provide sufficient line haul capabilities past 50 miles, the MAGTF Commander may consider requesting Army transportation assets to augment the CSSE's capabilities.

f. Planning Variables

Variables cited herein will also affect the logistics planner. They provide a means to expand or restrict support for the MPF operation.

(1) Facilities

The manner in which the MPF uses available facilities is a key variable. The planner develops the concept to maximize the capability of existing facilities.

(2) Fly-In Echelon

The sequence and flow of airlifted and flight ferry (FF) elements are key variables. It includes selected supplies and equipment not prepositioned, but required during the first 30 days of operations. There may be latitude to adjust the air flow depending on logistics requirements. The sequencing of the FIE should give the planner flexibility to deploy critical supplies or equipment to the area of operations. The commitment of the CINC of a T-AVB or T-AH may affect the air movement sequence.

(3) Aviation Logistics Support Ship (T-AVB)

The T-AVB is an asset for deployment of a portion of the Marine aviation logistics squadron (MALS). Initial aircraft sustainment is obtained through the utilization of the T-AVB. Ships are configured to provide MALS services for fixed-wing and/or rotary-wing aircraft. T-AVBs provide dedicated sealift for movement of the tailored MALS. The two T-AVBs (one on each coast) are under MSC ADCON in a Reduced Operating Status-5 (ROS-5) status (i.e., ready for transit to the SPOE not later than 5 days after direction to activate). MAGTF operations over 30 days in duration should include activation of a T-AVB. The MALS would require approximately 160 additional strategic sorties for movement to the arrival and assembly area or objective area if the T-AVB is not employed. Use of the T-AVB requires the logistics planner to address—

- Timely T-AVB activation to allow sea trials and transit to the desired SPOE
- Provisions for MALS shutdown, preparations for embarkation, and provisions of interim support for aircraft at the home bases
- Operating procedures for the MALS enroute and within the objective area. This must include the method for transporting materiel to and from the T-AVB

- Capability to off-load and the establishment of the MALS in theater

(4) Hospital Ship (T-AH)

Planning variables include a floating surgical hospital with a mobile, flexible, rapidly responsive capability to provide acute medical care in support of military or humanitarian operations. The T-AHs (one on each coast) are OP-CON to a FLTCINC (CINCPAC/LANTFLT), and ADCON to MSC in a Reduced Operational-5 status (ROS-5). Within 5 days of the order to activate, the T-AH will be fully prepared to depart to its assigned area of operations. Bureau of Medicine (BUMED) is responsible for staffing and equipping the medical contingents aboard the T-AHs.

8003. Host Nation Support

Although logistics support is considered a national responsibility, participation in multinational operations requires an examination of logistics support provided by host countries in view of transportation and other constraints. Greater use of host nation support (HNS) during exercises ensures development of support procedures including—

- Procedures to request assistance from multinational partners
- Development of HNS facilities/plans
- Reimbursement/replacement procedures
- Better understanding of interoperability capabilities
- Possible use of HNS contractor support

a. Standardization

Standardization enhances the ability of forces to use HNS. The current editions of Navy and Marine Corps' directives provide standardization policy and establish procedures to review and implement international standardization agreements. HNS may be used to—

- Provide a service or function not available through service channels
- Provide support that is unique to a country (e.g., hose couplings, rail tie-downs, etc.)
- Provide support that is available via service channels—but (because of lift or other constraints) is not readily deployable

b. Development of Host Nation Support

The CINC is responsible for representing the U.S. in HNS negotiations, but may delegate authority to develop and negotiate HNS agreements to joint or service teams. These teams represent the forces to receive HNS and may come from those forces (e.g., SLRP members). HNS is usually developed by service teams in the following sequence (which may be abbreviated by circumstances):

- Identification of requirements, set forth in a statement of requirements by the requesting agency (e.g., host nation, unified CINC or force)
- Statement of supportability by host nation
- Negotiation of support agreement
- Finalization of HNS

c. Advance Liaison Officers

Early in the planning sequence, requirements must be identified with special attention to those peculiar to the nature of the operation and the area of operations. Officers aware of total force requirements for HNS should conduct advance liaison with the host country. Specific tasks of advance liaison officers include an identification of requirements and the negotiation of support agreements with host nation representatives.

8004. Inter-Service Agreements

MAGTF Commanders, through the judicious use of inter-Service agreements (ISAs), can reduce the logistics personnel, materiel, and facilities needed to support the MAGTF without sacrificing the quality and responsiveness of logistics support. The following guidelines should be used as a baseline for developing such agreements:

- Eliminate unnecessary duplication
- Provide for expansion for peak loads
- Be responsive to the operational and technical requirement of the major subordinate commands
- Do not impose an appreciable risk on the combat forces by reducing operational mobility and effectiveness through over-consolidation
- Provide for an appropriate liaison to ensure that support unit needs are met

Specific functions that are especially amenable to the ISAs include: line haul, port operations, use of salvage assets, use and management of real estate, base development and general support engineering tasks, and food and water support. Forethought and planning should be given prior to arranging maintenance and supply ISAs. Specific guidance for ISAs can be found in the 7000 series of Marine Corps directives. Thorough planning is required when arranging maintenance and supply ISAs.

8005. Acquisition Cross-Service Agreements /Implementing Agreements

Acquisition cross-Service agreements (ACSAs) and implementing agreements (IAs) are agreements with specific nations that allow for the exchange of goods and services (non-munitions) between military forces. This allows some flexibility in logistics planning (and diminishes delays in operational readiness due to logistics shortfalls if the host nation can provide some logistics support).

8006. Contingency Contracting

Contingency contracting is the process of contracting for locally available supplies and services in immediate support of a deployed MAGTF. Its purpose is to fill logistical needs not satisfied by either using MPE/S, the logistics civilian augmentation program (LOGCAP), HNS, or established military sources. While the concept is both viable and economically sound, the process is complicated in peacetime by an absence of statutory and regulatory waivers. Accordingly, short of declaration of war or some statutory relief, normal contracting procedures must be followed when entering contingency contracts. However, while statutory relief may be unattainable, relief from non-statutory regulations can and should be sought as considered necessary by the contracting officer. The SLRP's contracting officer should deploy with sufficient cash to initiate key HNS contracts.

8007. Unique Functional Considerations

a. Supply

Supply planning for marshalling and movement is similar to that for amphibious operations with the exceptions of the provision of rations, fuel, and repair parts at intermediate airfields for the airlift and FF elements. In the AAA, supplies for the first 30 days are primarily stocks aboard the MPSRON. Planning must ensure that materiel that is

not prepositioned is included in the FIE (e.g., specialized ordnance, critical low density equipment, etc.). The MAGTF Commander and CMPF must prescribe loads for the FIE to support operations before off-load of prepositioned stocks. Planning should consider inter-Service and HNS agreements, particularly for the SLRP, the advance party, and the AAOG. The MAGTF Commander must prescribe stockage levels and distribution means (unit or supply point) in the AAA pending establishment of a permanent CSSA. The MAGTF Commander may be responsible for providing logistics support to the Navy elements ashore.

b. Maintenance

Maintenance planning for marshalling and movement focuses on efforts to ensure that equipment programmed in the FIE is serviceable. Special attention is necessary for FIE aviation support equipment since the FIE must be fully capable of supporting ACE arrival and assembly operations until ships are off-loaded. Planning must also include maintenance of FF aircraft at intermediate airfields. Maintenance planning for arrival and assembly focuses on depreservation and preparation of equipment for issue. First priority must be placed on equipment for deployment support elements; then it will shift to equipment for subsequent operations. Personnel must segregate damaged equipment in addition to equipment which requires urgent modification or corrective maintenance. Repairs are made only as the depreservation workload permits. The MAGTF Commander must develop maintenance capabilities at both the beach/port and arrival airfields. Maintenance skills must match the equipment that is scheduled to arrive at those locations. Planners must consider facilities and shelters for maintenance during inclement or extreme weather conditions, and for unique aircraft support requirements that can include reassembly of helicopters.

c. Transportation

The marshalling phase of an MPF operation is transportation intensive. Planners must include designation of marshalling areas, identification of transportation requirements, establishment of control agencies, designation of staging and inspection areas, and establishment of procedures for command, control, communications and coordination. The movement plan for MPF operations is considerably more complex than that for amphibious operations. At a minimum, it must address airlift of the FIE, FF of aircraft, sea movement of the MPSRON, and command and control of the movement, including coordination and monitoring of departures from all POEs and arrivals at all PODs. Transportation efforts during the arrival and assembly phase will focus on support of the off-load. Plans for movement of personnel and equipment from the arrival airfield to unit assembly areas must be detailed and must address the use of materials handling equipment and landing support assets. The MAGTF Commander will establish agencies and procedures to efficiently manage this effort.

d. Engineer

For marshalling and movement, engineers may have to construct additional facilities at marshalling and staging areas, or improve facilities or roads to accommodate increased use. The primary concern, however, is in the AAA. Engineer tasks will focus on the improvement of beach/port/airfield facilities to include refrigeration container hook-ups and provisions of mobile electric power (MEP) to enhance throughput capabilities. Construction of fuel, ammunition, and water storage facilities, and road maintenance/improvements occur simultaneously. To ensure proper utilization, control of engineer assets should be centralized throughout the arrival and assembly phase. The MPF MAGTF may have a naval mobile construction battalion (NMCB or Seabee Battalion) attached.

e. Health Services

For the marshalling and movement phases, MPF elements will rely primarily on organic capabilities and the use of local facilities as necessary. During the arrival and assembly phase, plans should emphasize the use of host nation or other Service capabilities as much as possible. Health services such as T-AH or Fleet Hospital require CINC and Service coordination and reserve activation. The MAGTF will coordinate with the establishing authority and adjacent commands for aeromedical evacuations.

f. Additional Services

Provisions of utilities (water, electric power, etc.), law enforcement, and traffic control are the primary concerns during marshalling and movement. Planning for arrival and assembly will focus on AIS support, utilities support, civil affairs, contracting, and disbursing services. Civil affairs personnel will provide the interface with the host nation. Disbursing must be prepared to pay for functional area services and HNS.

g. Wash Down/Agricultural Inspection

Commanders must plan for the wash down of equipment in conjunction with the agricultural inspection. This entails a substantial amount of prior planning and coordination. For example, it requires 250,000 gallons of fresh water to clean the equipment and containers for an MPF MEU. Equipment and supplies for wash down must be administratively retrograded to the port area. Early liaison with the regional agricultural inspectors will provide specific inspection criteria for all types of equipment to be backloaded aboard the MPSRON or returned to CONUS. The MAGTF G/S4 is responsible for coordinating the wash down while the CSSE (augmented by other MSEs) is normally tasked with execution.

h. Preservation, Packaging, and Packing

With respect to exercises, the officer conducting the exercise (OCE) is responsible for the planning and embarkation of sufficient preservation, packaging, and packing among personnel and materiel to re-preserve all equipment used during the exercise.

i. Trash and Hazardous Material

An important functional consideration is the disposal of trash, human waste, and hazardous material. Generally, this is an area that can be contracted using sources within the exercise area. Normally, these arrangements are made during the exercise planning conferences. Specific attention must be given to the disposal of medical waste, petroleum, oils, lubricants, and lithium batteries.

j. Commercial Line Haul Support

Substantial line haul support is required, especially when the UAAs and TAAs are more than 50 miles from the beach and port areas. Consideration should be given to this area during planning conferences. HNS, ISAs, and contracting for transportation reduces the amount of lift required to support exercises.

k. Equipment Issue/Return

The AAOG coordinates with the off-load preparation party, USMC debarkation officer, MARCORLOGBASES technical assistance advisory team officer in charge or the contracting officer's representative, and the LFSP in order to determine and keep track of the MPE/S off-loaded from the MPS. Frequently during exercises, MPE/S are off-loaded that were not previously planned to be off-loaded because of vehicle breakdowns and blockages of critical paths. MDSS II/ATLASS will be the primary ADP resource used for coordinating throughput and accountability for off-loaded MPE/S.

(1) Issue Procedures

Procedures can vary depending upon the type of off-load (whether pierside or in-stream) and other variables. Generally, responsibility for accountability transfers from the MCMC to a MEF representative (e.g. the MOLT) as MPE/S are off-loaded from the MPS through a consolidated asset listing generated by the MCMC. Accountability transfers from the MOLT to the MSCs at the various unit AAOEs as the MPE/S are delivered. Scan data reports are used for interim receipts until a CMR is generated.

(2) Frustrated Maritime Prepositioned Equipment and Supplies

Those MPE/S that are unable to be properly identified, because of missing LOGMARS labels or identification plates, will be kept and accounted for by the LFSP in a "frustrated lot" until it can be determined where those items

are to be sent. Utilizing MDSS II, the AAOG will reconfirm the MPE/S assignment and coordinate distribution with the LFSP and AAOEs. The AAOG will serve as distribution authority for all "frustrated" MPE/S items.

(3) Excess Maritime Prepositioned Equipment and Supplies Lot

Excess lots are areas designated by the LFSP to hold MPE/S off-loaded from the MPS that are not required by the MAGTF but were off-loaded because they blocked critical paths, off-loaded in error, or deemed unneeded by the MAGTF Commander because of changing requirements. The AAOG will direct MPE/S to the excess MPE/S lots as required. Excess MPE/S lots can be established, as necessary, at sites determined by the LFSP. Accountability and security of MPE/S at excess MPE/S lots will initially be with the LFSP. As the MPF operation continues, requests for MPE/S held in the excess lot will be submitted from the AAOE to the AAOG. Only the AAOG acting for the MAGTF Commander can authorize the removal of MPE/S from the excess lot. During peacetime exercises, MPE/S in excess lots will normally remain in place until prepared and staged for backload.

(4) Return Procedures

The return of MPS equipment will be coordinated between the technical assistance and advisory team officer in charge, MAGTF Commander, MCMC, and the exercising unit. A joint limited technical inspection (LTI) will be conducted between the MCMC and exercising force on all off-loaded equipment. Upon completion of the LTI, the unit will reapply packing material and dunnage, and represerve the equipment. When an item of equipment requiring repairs is returned to the MPSRON, the condition of the equipment and the required repairs will be annotated on the LTI form. The exercising unit will turn over all equipment repair orders, equipment repair order shopping lists, and other documents relating to maintenance performed. The MCMC will sign the consolidated asset list indicating receipt of equipment, and the MIMMS input update for Blount Island Command. The cost of repairs to equipment and of the replacement of supplies will be drawn against a previously prepared Order for Work and Services (NAVCOMPTFORM 2275) for the estimated cost of supplies and maintenance as designated by Blount Island Command.

I. Represervation

As discussed above, all equipment will be represerved prior to backload. The equipment will be returned to the same state in which it was issued. This involves the cleaning, reapplication of protective materials and dunnage and the recrating of all collateral/ancillary materiel originally stored in crates. Equipment will be cleaned, taking special care to remove all mud and dirt from the engine compartments, undercarriages, and suspension. Preservation, packaging, and packing supplies are the responsibility of the exercise force. The exercising force must include personnel experienced in preservation, packaging, and packing operations.

m. Medical Credentials

Prior to deployment, the MAGTF Surgeon and one other medical officer holding operational medicine privileges will perform an appropriate credentials review for all medical officers assigned to the MAGTF, in accordance with BUMEDINST 6320.66A.

8008. Logistics Planning Responsibilities/Relationships

a. Responsibilities of Higher Authority

- JCS provides broad logistics guidance to the services and unified commands.
- A CINC coordinates basic logistics functions within an AOR. A CINC may establish logistics policies relative to cross servicing, cross leveling, and common item support in their OPLANs and CONPLANs. These policies specify the supporting component, type of support, and the expected time the support is to be provided. Examples: an Army Service Component may provide line haul transportation on C+45; an Air Force Service Component may provide bulk JP5 on C+60, etc.

- Service components in the unified command are responsible for providing logistics support to their subordinates. The Fleets establish logistics support through type commands. Type commanders (TYCOMs) are responsible for ensuring that forces are trained and equipped to conduct MPF operations. TYCOMs also support deploying forces either directly or through procedures arranged with home stations. Additional information is contained in Appendix C, *Readiness for MPF Operations*.

b. Supporting Agencies

Supporting agencies with responsibilities that influence logistics planning by all elements of the MPF are addressed in chapters 2 and 3.

c. Command Responsibilities Within the Maritime Prepositioning Force

(1) MAGTF Commander

The MAGTF Commander is the focal point for deliberate logistics planning designed to support MPF operations. Responsibilities include—

- Determining, in coordination with the CMPF, the composition of the FIE including specifications of prescribed loads for air movement
- Developing the deployment plan
- Developing the arrival and assembly plan
- Developing the supporting logistics plans
- Making decisions for the redistribution of assigned equipment and supplies based on the employment mission
- Coordinating with higher headquarters for the use of externally controlled logistics assets
- Recommending the withdrawal of war reserve material

(2) Commander, Maritime Prepositioning Force

The CMPF is responsible for broad logistics planning, including—

- Coordinating logistics activities among the Navy elements of the MPF, and prioritizing and allocating logistics resources
- Reviewing logistics plans for subordinate elements to ensure an integrated plan
- Coordinating with higher headquarters for the use of externally controlled logistics assets

(3) Commander, Maritime Prepositioning Ship Squadron

The COMPSRON plans logistics support for movement of the MPSRON and for support of embarked personnel.

d. Billeting Aboard Maritime Prepositioning Ships

Billeting aboard MPS(s) for MAGTF, and NSE personnel assigned to the OPP and debarkation teams, is coordinated between the MAGTF/NTF planners.

8009. Planning Factors and Considerations

a. Combat Service Support Area Siting Considerations

Once the discharge method is determined, the next logistical planning task is to survey and select the combat service support area (CSSA) site. For MPF MAGTFs, siting considerations are that—

- The distances between beach, port, airfield, assembly areas and objective area are normally less than 50 miles. This shortens LOCs and reduces the size of the MAGTF's local security area
- The combat service support element (CSSE) needs access to a hard-surface road network and sufficient flat, firm ground for containers, ammunition, and bulk liquid storage dumps
- The CSSE needs working space for each functional area detachment (total of 1,800 acres/7.4 square kilometers overall)
 - General storage - 30 acres/.13 square km
 - Ammunition storage - 1,000 acres/4.05 square km
 - Health services - 33 acres/.14 square km
 - Maintenance administration - 25 acres/.11 square km
 - Bulk fuel - 100 acres/.41 square km
 - Bulk water - 25 acres/.11 square km
 - Ingress/Egress routes, landing zones, dispersion areas and associated safety zones - 600 acres/2.43 square km

b. Supplies

Based on off-load time lines and exercise experience, commanders should anticipate that only minimal prepositioned supplies will be available for initial distribution before O+6. Adequate supply distribution prior to O+6 can be enhanced by the use of capability sets and specified off-load priorities. By O+6, the AAOG will have directed throughput of sufficient Class III, IV, VIII, and IX to sustain arriving forces through O+10, when support from the CSSA will begin. Therefore, commanders should plan for and deploy forces with designated quantities of supplies and equipment until O+6.

(1) Class I Rations

Meals, ready-to-eat (MREs) are prepositioned in sufficient quantity to feed a notional MPF MAGTF and the accompanying NSE detachment for 30 days (1 DOS = 3 meals/rations). The intent is to begin feeding MPF MAGTF at least one hot meal per day starting on O+21. These "hot" rations must come from either the FOS or HNS. For deployment, the following planning factors may be used in accordance with the notional force arrival plan.

<u>MVMT GRP</u>	<u>MOBILE LOAD/PALLETIZED</u>	<u>PRESCRIBED LOAD</u>
SLRP	7 DOS MREs/WATER	2 DOS MREs/2 CANTEENS
ADVANCE PARTY	2 DOS/1 ROWPU	2 DOS/2 CANTEENS
MAIN BODY	WATER CONTAINERS ON UNIT EQUIPMENT REPORTS	2 DOS MREs/2 CANTEENS

(2) Class II

Approximately 30 DOS of consumable supplies (less housekeeping supplies and individual equipment) are prepositioned. Issue of Class II supplies (in containers) by the CSSE will begin after O+10, based on unit requirements and priorities. Commanders will deploy administrative supplies in the advance party that are necessary to support operations through O+10. Unit publications and directives required for 30 days of operations will be deployed with the main body as palletized or mobile loaded cargo. Sufficient individual NBC protective equipment must be included in the FIE in order for the required capability to conduct an NBC defense. One NBC set per Marine is currently in the prepositioning objective. Commanders will include NBC detection devices/kits in the main body. The MEF is provided a list of SL-3 deficiencies for Class II items at the end of each ship's MMC.

(3) Class III

There is a standardized "core block" in Class III (packaged) for aviation and ground items. This core block can be modified to meet mission requirements within funding and storage constraints. Approximately 30 DOS of bulk and packaged petroleum, oils, and lubricants, (POL) are prepositioned to support all elements. Sufficient aviation packaged POL should be included in the main body and flight ferry to support arriving aircraft buildup and servicing in the AAA. Aviation packaged POL is prepositioned in sufficient quantities to support assigned AGSE from O+10 through O+30. The SLRP will deploy with 7 DOS of packaged POL to support its equipment as determined by the AC/S, G-4. The advance party will deploy with 3 DOS to support its equipment.

(4) Class IV

Limited quantities of Class IV material are prepositioned for barrier, bunker, and shelter construction. Prepositioned (core block) stocks will be retained by the CSSE in the CSSA and issued on an as-required basis. For deployment by strategic airlift, Class IV material is required for dunnage with 463L pallets and certain types of rolling stock. Commanders are responsible for ensuring adequate dunnage accompanies their pallet loads and rolling stock.

(5) Class V

Establishment of ammunition supply points (ASP) near the airfields and within the CSSA will be accomplished by the ACE and the CSSE. Commanders will provide prescribed loads for T/O weapons being deployed with personnel on the OPP, SLRP, advance party, and main body. Deployment of prescribed loads will be established in the deployment order, and issued prior to moving to the APOE.

(6) Class VI

No personal support items are included in prepositioned stocks. Personnel should include personal supplies in their packs for 10 days. A 20-day re-supply block of items such as soap, toothpaste, deodorant, shaving cream, toothbrushes, towels, razor blades, sewing kits, lip balm, etc. will be deployed in the FOS by the CSSE. Sustainment should be planned for and initiated upon deployment.

(7) Class VII

Only those principal end items authorized by the MEF and identified on the unit equipment reports will be deployed in the FIE. In those instances where using unit responsibility items and/or supply support responsibility items were not attained, the MEF G-3 MPF Cell and/or the MEF G-4 will request sourcing from COMMARFORPAC/LANT prior to deployment. The CSSE will be responsible for deploying all such shortfalls sourced by COMMARFORPAC/LANT. The MEF G-3 MPF Cell and/or the MEF G-4 will provide a current listing of using unit responsibility items/supply support responsibility items not attained by the MAGTF CE for embarkation planning. The MEF is provided a list of SL-3 deficiencies for Class VII items at the end of each ship's MMC.

(8) Class VIII

The authorized medical allowance list (AMAL) and the authorized dental allowance list (ADAL) consist of equipment and/or consumable supplies required by the deploying force. AMALs/ADALs are prepositioned to support 15 days of combat operations. The CSSE is responsible for deploying short shelf life items, controlled medicines and precious metals for the prepositioned AMALs/ADALs. Initial acute care capabilities and surgical capabilities are prepositioned for easy access on each ship to provide rapid emergency medical capabilities during the initial stages of the off-load. Commanders will deploy unit sick call chests and one individual surgical instrument and supply set (Unit-One) per corpsman.

With respect to NBC medicants, 15 DOS of nerve agent antidote injectors are prepositioned in AMALs. The requirement for antidotes and pre-treatments to address a specific theater threat must be included in the FIE. Examples would include: Ciprofloxacin for biological warfare agents, Pyrodystigmine Bromide for nerve agent pre-treatment, and Topical Skin Protectant (TSP), to protect exposed skin from blister agents. Planning for FIE, NBC medicants is a joint responsibility of the medical and NBC staff officers, as guided by the supported CINC's deployment requirements. The CSSE medical detachment is responsible for acquisition, embarkation, and monitoring the NBC threat and unit level antidote distribution/tracking.

(9) Class IX

All three MPSRONs have a standardized set of Class IX parts referred to as the Class IX Core Block. Batteries are treated in a standardized manner, similar to the Class III core block. MSEs that are authorized critical low- density (CLD) repair parts will include them in their FIE. Currently no CLD repair parts are in the Class IX core block. Commanders will approve CLD items for deployment. The CSSE will begin issuing Class IX repair parts by 0+10. Eight DOS of batteries should be embarked for equipment deploying with the SLRP. Four DOS should be embarked by the MSEs for equipment deploying in the advance party. One DOS will be embarked by the MSEs for equipment deploying in the main body.

(10) Class X

No Class X supplies are prepositioned aboard the MPSRONs. In the event of a mission requiring Class X (e.g. humanitarian assistance), all Class X will have to be embarked in the FIE or provided from alternative sources.

(11) Hazardous Material

Hazardous material (HAZMAT) certifiers trained in the preparation and use of DD Form 1378-2 are required at the units and APOE to certify HAZMAT, such as the calcium hypochlorite used in reverse osmosis water purification units for air transport.

c. Publications

Each MPSRON has a publications library that provides sufficient administrative publications and technical manuals for use by the Marine Corps Maintenance Contractor (MCMC). Units should deploy their maintenance and supply publications. However, should the requirement arise, the publications positioned aboard the MPS could be transferred to the MAGTF.

d. Aviation Support and Maintenance

The aviation support equipment (SE) prepositioned aboard each MPSRON provides tailored organizational common and peculiar SE for the ACE. The FIE and FF will include organic SE and supplies required for initial aircraft servicing operations (i.e., debarkation, recovery, staging, reassembly, and servicing required for initial buildup and support) as well as all classified SE. A flight ferry supply support package will be provided by the parent Marine Aircraft Group (MAG) for the respective type/model/series (T/M/S) aircraft to support deployment and arrival in the AAA. A 30-day fly-in support package (FISP) of spare and repair parts will be deployed by the ACE in the main body to provide support to the OMA through D1+D30. The MALS will deploy via T-AVB or by AMC strategic

airlift to arrive in the AAA on D+30. A daily aviation logistic support flight from a Navy supply entry point or CONUS depot will be established. Subsequent to attaining a fully operational ready status, fixed-wing sortie rates in accordance with the Weapon System Planning Document (WSPD) will be conducted. Rotary-wing sortie requirements will be based on aircraft availability. During the period between aircraft arrival in the AAA and attainment of fully operational ready status, sortie rates should be minimized to conserve the FISP.

Each MPS contains tailored organizational-level common support equipment, peculiar support equipment and minimal intermediate-level CSE to support each ACEs pre-assigned mix of Type/Model/Series (T/M/S) aircraft. When deployed, each ACE will provide tactical air support for a MEF Forward (FWD) size MAGTF. Each MAGTF will have the capability for independent deployment or, if the situation dictates, the ability to join up and be composited to form a larger amphibious force.

ACE fixed-wing/rotary-wing aircraft will be flight-ferried directly to the theater of operations supported by either Marine organic or AMC aerial tankers and cargo aircraft. The remainder of the FIE will be flown into the theater of operations via Marine organic or AMC/CRAF aircraft and will include: squadron personnel (e.g., maintenance and support crews), a representative T/M/S FISP contained in Mobile Facilities (MFs), organizational-level individual material readiness list (IMRL) items (e.g., non-custody coded items (N-coded)), and minimal custody-coded intermediate-level IMRL items required for initial aircraft servicing operations (e.g., tow tractors, mobile electric power carts, hydraulic servicing carts, etc.).

Upon arrival and off-load of MPSs, each tactical squadron assigned to the MEF (FWD) ACE, will “link-up” and take custody of the remainder of the CSE/PSE required to operate and maintain their respective T/M/S aircraft. Each MPSRON contains a tailored IMRL for each T/M/S aircraft assigned to the MEF (FWD) ACE, which is comprised of IMRL custody-coded IMRL items P, L, and M. When the IMRL loaded aboard MPS is linked up with the aviation support equipment (ASE) transported into the theater of operations via the FIE, it comprises all CSE/PSE required to operate each T/M/S aircraft during the first 30 days of combat. Normally, 30 percent of ASE is prepositioned due to funding constraints.

Each MPSRON also includes minimal fixed-wing and rotary-wing facility equipment contained in MFs. This facility equipment, or intermediate-level CSE, is used to support intermediate-level maintenance functions common to fixed-wing and/or rotary-wing aircraft (e.g., tire/wheel build-up, battery maintenance, cryogenics, etc.). The facility equipment loaded aboard MPSs is operated by designated Marine Aviation Logistics Squadron (MALS) personnel and is designed to support ACE aircraft until the arrival of the host MALS via an Aviation Logistics Support Ship (T-AVB). Each host MALS will deploy with tailored intermediate-level CSE (Common Contingency Support Package (CCSP)) and IMRL custody-coded E PSE items (Peculiar Contingency Support Package (PCSP)) required by each T/M/S aircraft the MALS is designated to support. Upon the establishment of the host MALS in the theater of operations, each MEF (FWD) ACE will be capable of sustained combat operations.

Expeditionary airfield (EAF) equipment is included in each MPSRON to support fixed-wing and rotary-wing aircraft. The concept of employment is to spread load EAF equipment among three non-flag ships, giving each ship a core capability of airfield lighting, expeditionary arresting gear and AM-2 landing matting. Combining the assets of all three ships gives the ACE commander a 4,000 ft EAF runway, parking for 75 to 105 combat aircraft, airfield lighting, arresting gear and optical landing systems. The EAF equipment aboard MPS is installed, operated and maintained by designated Marine Wing Support Squadron (MWSS) personnel and is configured to support ACE aircraft until the arrival of the host MALS. Establishment of the host MALS in the theater of operations gives the MEF (FWD) ACE a sustained EAF capability.

Subsequent to attaining a fully operational ready status, fixed-wing and rotary-wing sortie rates will be based on aircraft mission capability. Upon attaining operational ready status, sortie rates will be conducted in accordance with the Weapon System Planning Document. During the period between aircraft arrival in the AAA and attainment of fully operational ready status sortie rates should be minimized to conserve FISP assets.

CHAPTER 9

MARSHALLING AND MOVEMENT ORGANIZATIONS AND RESPONSIBILITIES

9001. General

Marshalling is that phase in which units complete final preparations for movement, including preparation of personnel, equipment, transportation to POEs, staging, and loading. Preparations necessary to conduct timely marshalling and movement are explained in Appendix C. In the movement phase, deploying forces proceed by different modes to the AAA in a planned sequence in order to support the efficient off-load of the MPS and the preparation of the MAGTF.

9002. Deployment

Deployment "encompasses all activities from origin or home station through destination, specifically including intra-continental United States, intertheater, and intratheater movement legs, staging, and holding areas." (Joint Publication 1-02). The key point is that MPF deployment involves movement from home station all the way to the tactical assembly area (TAA).

9003. Movement Groups

The MPF is divided into two movement groups based upon those units that arrive by sea (Sea Movement Group) and those that arrive by air (Air Movement Group). Units that arrive by sea are divided into movement elements that deploy from one geographic area at approximately the same time. Units that arrive by air, collectively called FIE, are divided into elements that deploy from different geographic areas at different times (see figure 9-1).

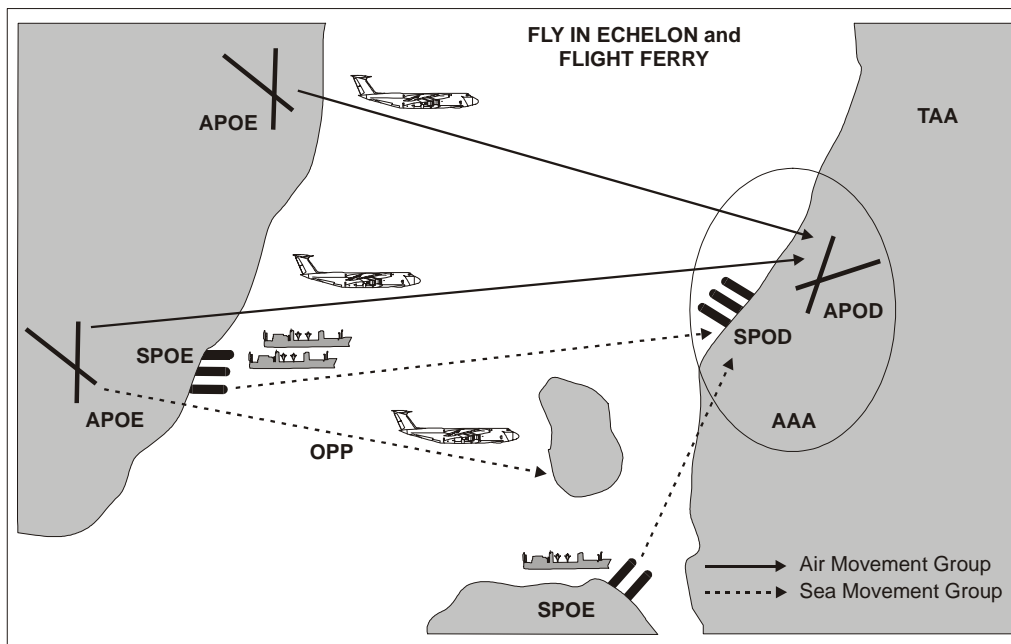


Figure 9-1. Movement Concept

a. Air Movement Group

The MPF air movement group consists of four elements that make up the FIE.

(1) Survey, Liaison, and Reconnaissance Party

See Chapter 10 for functions of the survey, liaison, and reconnaissance party (SLRP), appendix G for a notional SLRP T/O, and appendix D, tab D for the SLRP checklist.

(2) Advance Party

The advance party consists of personnel designated to form the AAOG, LFSP, the remainder of the NSE (those not deployed in the OPP or SLRP), and the AAOEs (see Chapter 10 for functions of these elements). The advance party is task-organized by the CMPF and the MAGTF Commander. The primary task of the advance party is to arrange for the reception of the main body and MPE/S. The advance party should deploy prior to the movement of the main body. It may also include the command elements of the MAGTF and CMPF.

(3) Main Body

The main body of the FIE is the balance of forces, less the FF, that remain after the OPP, SLRP, and advanced party have deployed. The movement of the main body is sequenced to support the off-load, arrival, and assembly operations. It is essential that the main body's flow be relatively uninterrupted to permit expeditious closure, arrival, and assembly.

WARNING: Forces **must not** be introduced faster than logistic support can be provided from the off-load and throughput process.

(4) Flight Ferry

Flight ferry operations involve the movement of self-deploying aircraft of the ACE with possible aerial refueling support.

b. Sea Movement Group

The MPF sea movement group consists of three elements.

(1) Maritime Prepositioning Ships Squadron

See appendix B.

(2) Off-Load Preparation Party

The off-load preparation party (OPP) initially deploys by air, but arrives in the AAA as part of the Sea Movement Group. See Chapter 10 for the functions of the OPP, appendix G for a notional OPP T/O, and appendix D, tab E for the OPP checklist.

(3) Follow-On Sustainment

Follow-on sustainment (FOS) is comprised of seaborne shipping that supplements, complements, and augments the MPF. This includes T-AVB, T-AH, and other ships that provide all classes of supply past 30 days of sustainment on the MPSRON.

9004. Movement Control Organization

A movement control organization is required to provide unity of effort and accomplish required interface with the joint deployment system. Sea movements are planned and executed by the fleet in accordance with normal movement control procedures. COMMARFOR, as the primary user of airlift, is responsible for coordinating the air movement. Consequently, the CMPF coordinates with the MAGTF Commander for marshalling and movement of Navy personnel by air. Coordination for air movement is made directly with USCINCTRANS and other supporting agencies. Reports of the movement are made through normal chains of command keeping all commands informed (see figure 9-2).

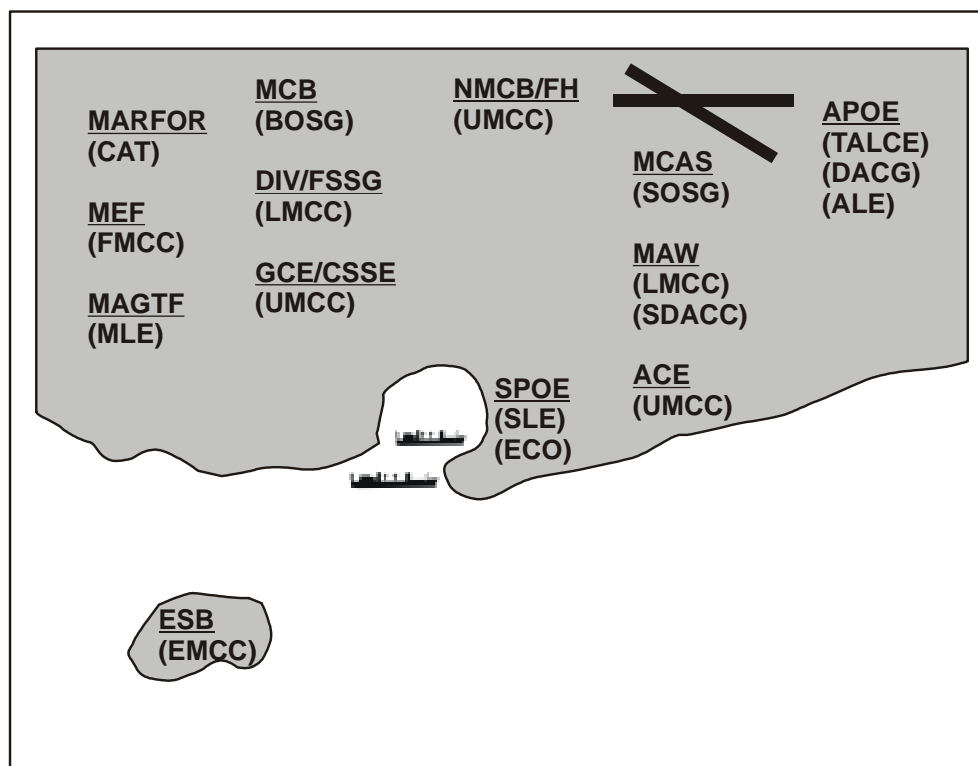


Figure 9-2. Movement Control Organizations

a. Force Movement Control Center

The force movement control center (FMCC) is the MEF Commander's principal movement control organization, and is responsible for the support necessary to facilitate marshalling and movement. Through coordination with AMC, the FMCC promulgates the air movement schedule with which parent commands execute the marshalling activities of the FIE. The FSCC will coordinate directly with MSC and NCC concerning the movement of the MPSRON.

b. Logistic Movement Control Center

The logistic movement control centers (LMCCs) are organized from service support elements (or the supporting establishment) in geographic proximity to the marshalling units. LMCCs are tasked by the FMCC to provide organic/commercial transportation, transportation scheduling, materials handling equipment, and any other logistics support required by the parent commands during marshalling. LMCCs will provide a departure airfield control group for the APOE as directed by the FMCC.

c. Departure Airfield Control Group

Departure airfield control groups (DACGs) are the primary interface with the Air Force at APOEs. A DACG is responsible for receiving deploying equipment from the units at the APOE, coordinating with the TALCE to ensure that the cargo and personnel are properly prepared for air shipment, and delivering cargo to the ready line.

d. Arrival Airfield Control Group

Arrival airfield control groups (AACGs) are the primary interface with the Air Force TALCE at APODs. An AACG is responsible for receiving and moving personnel, equipment, and supplies from the aircraft flight line to initial staging areas.

e. Embarkation Control Team

An embarkation control team (ECT) provides coordination and oversight at the seaport of embarkation (SPOE) of surface movements as required (TAVB, T-AH, etc.).

f. MAGTF Liaison Element

The deploying MAGTF Commander will establish a MAGTF liaison element to—

- Interface between the deploying MAGTF and the deployment support organizations
- Prepare all deployment documents and manifests for all loads of personnel, equipment, and supplies
- Supervise, coordinate, and monitor the marshalling, movement, and embarkation of personnel, supplies, and equipment from origins to final destinations
- Provide liaison personnel to the FMCC and LMCC as required

The MAGTF liaison element coordinates with the airlift liaison element and sealift liaison element at the APOE and SPOE, as required. The MAGTF liaison element also coordinates with the survey, liaison, and reconnaissance party (SLRP) or arrival assembly operations group (AAOG) to effect adjustments to the deployment flow of personnel and/or to specific items of equipment or supplies needed in the arrival and assembly area (AAA).

g. Airlift Liaison Element

The MAGTF commander will establish a liaison element at each APOE to provide for coordination with the departure airfield control group (DACG). The airlift liaison element (ALE) includes personnel from the MEF and major subordinate elements (MSEs). The ALE is normally located in the staging areas at designated APOEs. The ALE—

- Establishes liaison with the MLE, DACG, and other deployment support agencies as required
- Assists in the final preparation of vehicles and equipment in accordance with FMFM 4-6
- Ensures that required dunnage, shoring, and tie-down materiel accompanies unit loads to the joint inspection (JI) area
- Provides load plans, personnel and cargo manifests, with appropriate copies to the DACG in accordance with FMFM 4-6; assembles personnel, supplies and equipment into sequenced pre-planned aircraft loads, in accordance with established load plans
- Ensures plane and/or troop commanders are appointed and properly briefed on their responsibilities

- Ensures aircraft loads arrive at the JI area at times required and coordinated with the DACG
- Ensures correction of all load discrepancies found during joint inspections
- Adjusts aircraft load sequence as required
- Deploys with late departing elements of the MAGTF

h. Sealift Liaison Element

The MAGTF Commander will establish a liaison element at each SPOE to provide for coordination with the embarkation control team (ECT). The sealift liaison element (SLE) includes personnel from the MEF and major subordinate elements. It is normally located in the staging areas at designated SPOEs. The SLE establishes liaison with the MLE, ECT, and other deployment support agencies as required, and assists in the final preparation of vehicles and equipment.

i. Unit Movement Control Center

The deploying unit will establish an area where the unit will marshal for movement to the APOE or SPOE. The command and control (C2) for this area is the unit movement control center (UMCC). The UMCC will coordinate with the MLE on their planned movement to the APOE or SPOE.

j. En Route Movement Control Center

The MEF Commander will form EMCCs to support the deploying MAGTF by monitoring the air movement and informing the MLE of any delays in the movement of the fly-in echelon and flight ferry. If an unacceptable delay in the deployment of critical personnel or equipment for the arrival and assembly phase does occur, the OIC of the EMCC will direct the off-load and reload of personnel and equipment onto other aircraft.

k. Tanker Airlift Control Element

The tanker airlift control element (TALCE) coordinates all Air Force operational aspects of the airlift mission, to include aircraft movement control, communications, and technical supervision of loading and marshalling of aircraft. An advanced echelon (ADVON) will deploy ahead of the main TALCE to coordinate AMC requirements at the arrival airfield. Areas of concern include ramp parking, runway conditions, cargo marshalling areas, and airfield support (crash/fire/rescue, navigation aids, personnel support, etc.). The ADVON will coordinate with the SLRP to obtain (through the airfield coordination officer) services from U.S. forces and from the host nation as necessary. The ADVON may deploy equipment to establish communications with AMC command and control agencies, and to establish the airfield coordination officer prior to the arrival of the main TALCE.

l. Host Base/Stations

Host base/stations assist marshalling units through the provision of local logistics support, and provide MHE, transportation, security, and other support required by the deploying unit. If required, host base/stations assume custody of remain-behind equipment. The Marine Corps bases (MCBs) and Marine Corps air stations (MCASs) will establish a base operations support group (BOSG) and station operations support group (SOSG) respectively. The BOSG and SOSG will coordinate their support efforts for the deploying MAGTF.

m. Ports of Embarkation

The installation commanders at, or in the vicinity of, POEs provide materials handling equipment, transportation, security, and other support as requested by the deploying unit.

9005. Marshalling

During the marshalling phase, deploying echelons, organized by plane or ship team(s), assemble at their home station, prepare for deployment, and move in accordance with the established plan or when called to stage at APOEs or SPOEs. Marshalling for sea movement involves normal amphibious embarkation procedures (see Joint Publication 3-02.2, *Joint Doctrine for Amphibious Embarkation*). For marshalling for air movement, see MCRP 4-13.1A, *Movement of Units in Air Force Aircraft*. Parent commands supervise preparation for deployment. Appendix C outlines required actions prior to and after an alert. These procedures should be included in unit readiness SOPs. Movement to APOEs/SPOEs is accomplished with organic transportation to the maximum extent. Requests for transportation in excess of organic capability are coordinated by the LMCC. The CMPF transportation requirements for elements deploying by airlift are coordinated with the MAGTF Commander.

a. Aerial Port of Embarkation Operations

Air Mobility Command will exercise overall control of airlift operations at APOE(s). Air Mobility Command TALCE will establish an AOC at the airfield, with all information related to onload operations coordinated through the AOC. Coordination between the moving unit, DACG, and TALCE is critical to an orderly movement of airlift aircraft through the APOE. The arrival of unit equipment and personnel for onload must be sequenced to avoid bottlenecks at the APOE. Major commands will provide an officer at the APOE to coordinate (with DACG and TALCE) the arrival of unit equipment and personnel. TALCE, DACG, and APOE installation commanders must jointly ensure that sufficient ramp space for aircraft parking and equipment staging areas is available to support the airlift flow. DACG, in coordination with the APOE installation commander and LMCC, will ensure shelter and messing for deploying personnel are provided. Helicopter disassembly areas should be located away from passenger and cargo staging areas, yet close enough that aircraft can be towed to the staging area. This area should be sufficiently large enough for MHE to move safely between aircraft. Helicopter disassembly requires cranes, forklifts, tow tractors, light units, and ramp space for work and staging.

b. Seaport of Embarkation Operations

Normal embarkation procedures and relationships apply.

9006. Movement

a. Conduct of Sea Movement

The MPSRON will move as directed by the Fleet Commander. Ship movement should accommodate the earliest possible embarkation of the OPP. The MPSRON will rendezvous with escorts (if assigned), and conduct transit to the AAA. TAVB, T-AH, and FOS will proceed as directed.

b. Conduct of Air Movement

Air movement is a continuous, progressive operation that transports successive elements of the deploying force to the objective area. The total time required will depend on the number, type, and initial locations of forces to be deployed, aircraft availability, range, and throughput considerations. Some follow-on sustainment may arrive by air (e.g., Classes I and VI).

(1) Airlift

The airlift is accomplished through air mobility command aircraft and civil contract carriers. Air mobility command will determine the airflow routing.

(2) Flight Ferry

Flight ferry operations involve the movement of ACE tactical aircraft capable of self-deploying with the support of aerial refueling. Supporting refuelers may be provided by the operating forces, AMC, or ACC. Different aircraft types may require different planning considerations.

If flight ferry aircraft use the same arrival airfields as the airlift aircraft, coordination with AMC is required. Profiles/routes should be established for each type of aircraft. The final staging base should be located within 1,000 nautical miles of the arrival airfield. This will facilitate movement of the ACE to the arrival airfield on call and without the requirement for external tanker support.

(3) En Route Planning Considerations

Flight ferry and airlift aircraft have similar requirements that must be coordinated by the supported and supporting CINCs. AMC and MAGTF aircraft must be moved in concert to avoid saturation of staging bases, weather divert alternates, and air traffic control facilities. Enroute support bases must possess sufficient air traffic control, navigational aids, command and control, billeting, POL, maintenance, and service facilities to support flight operations. Over-flight rights may impact on in-flight refueling and staging base requirements. Supporting and supported CINCs are responsible for providing security for staging bases and flight routes within their AOR.

(4) Staging Base Coordination

If a staging base is required for AMC aircraft, a TALCE will deploy to that base and coordinate AMC activity there. The MAGTF will deploy a liaison section (EMCC) with the TALCE to coordinate support for MPF FIE assets delayed at the staging base because of aircraft maintenance or other disruptions to the deployment flow. Civil contract carriers determine their own en route support requirements, and are responsible for support of MPF FIE passengers delayed en route because of aircraft maintenance problems.

(5) Aerial Refueling Considerations

Some portion of the AMC flow may be air refuelable, enhancing the scheduled FIE's deployment.

CHAPTER 10

ARRIVAL AND ASSEMBLY ORGANIZATIONS AND RESPONSIBILITIES

10001. General

Arrival and assembly may well be the most crucial phase of an MPF operation, and includes—

- Initial preparation of the AAA
- Coordinated arrival and off-load of equipment and supplies from the MPSRON (in port, across a beach, or a combination of both)
- Reception of the FIE
- Movement and distribution of MPE/S
- Security
- Preparation for the MAGTF operational mission

a. Scope

The AAA is an area of sufficient size and facilities (airfields, ports, beaches, staging, and assembly areas) to perform the complex tasks of arrival, off-load, MPE/S distribution, assembly, and preparation for employment of a MAGTF.

b. Duties and Responsibilities

The MAGTF Commander is responsible for arrival and assembly operations, including the reception and throughput ashore of MPF equipment, supplies, and personnel. Throughput is a function of the distribution and movement system. Implicit within throughput is the processing of personnel and material (within a specified period of time) through a processing point. Accountability of MPE/S upon debarkation will transfer from COMMARCORLOG-BASES to the MAGTF Commander. The CMPF is responsible for the ship-to-shore movement.

c. Commencement and Disestablishment

The arrival and assembly phase begins on arrival of the first MPS or the first aircraft of the main body at the designated AAA. This phase ends when: adequate equipment and supplies are off-loaded and issued to awaiting units, command and control communications are established, and the MAGTF Commander reports that all essential elements of the MAGTF have attained combat readiness. Simultaneous or subsequent tactical operations by the MAGTF (and movements to those operations) are not considered part of the MPF operation.

d. Arrival and Assembly Plan

Annex S of the Joint Operation Order, as applied to MPF operations, will contain the arrival and assembly plan information. This annex is written by the MAGTF Commander, in coordination with CMPF, and approved by the establishing authority.

e. Planning Factors

The decision to deploy an MPF assumes that certain conditions exist in the AAA. The following guidelines and principles are provided for planning:

One or more airfields exist within the AAA which have the capability to—

- Recover and launch AMC furnished strategic aircraft
- Recover 20-25 AMC furnished transport aircraft during 24 hour operations
- Provide for off-loading of aircraft safely using available apron space
- Provide an overflow area for passengers and cargo
- Provide a helicopter buildup area
- Provide minimal air traffic control (ATC) activities
- Operate tactical aircraft
- Provide a rotary wing site

A usable port exists within the AAA with the capability to—

- Allow ships (with drafts up to 37 feet) to off-load pierside (see Appendix B)
- Accommodate the ship's stern ramp and vehicle weight to the pier (Appendix B contains ship data)
- Accommodate a surge off-load of vehicles for staging or performing initial corrective maintenance, as well as an area for staging containers (preferably hard stand)
- Accommodate the off-loading of fuel, water, ammunition, and possible storage of the same

If no usable port is available, then a suitable beach must exist within the AAA with capabilities to—

- Off-load MPE/S with access to improved road networks
- Provide sufficient staging/maintenance areas suitable for the off-load of MPE/S
- Off-load fuel, water, bulk fluids and possible storage of the same

Availability of transportation, POL (all types), potable water, and security may be provided by HNS agencies, or specific early self-support arrangements should be incorporated into MPF deployment planning to ensure such commodities are available.

10002. Survey Liaison Reconnaissance Party

The survey liaison reconnaissance party (SLRP) normally deploys to the AAA under the operational control of the MAGTF. Early SLRP deployment is necessary to allow timely assessment of conditions and to report observations to the MAGTF Commander and associated commanders. Composition of the SLRP is task-organized after issuance of the warning order and development of the concept for deployment. Appendix G provides a notional SLRP table of organization (T/O). The SLRP must be self-sustaining and include representatives from the MAGTF, CMPF, NCW, NMCB, FH and CNSE staffs. A MAGTF officer will be designated, in coordination with CMPF (if designated), as the SLRP officer in charge (OIC). Criteria for selection of the SLRP OIC should be based on knowledge of MPF

requirements with consideration given to the diplomatic skills necessary to interact with high level host nation civilian and military representatives.

10003.Off-Load Preparation Party

The off-load preparation party (OPP) is a temporary task organization, under the OPCON of the MAGTF Commander, consisting of maintenance, embarkation personnel, and equipment operators from all MAGTF elements and the NSE. Appendix G provides a notional OPP table of organization (T/O). The OPP's task is to prepare the equipment onboard MPS for debarkation at the AAA. On activation, the OPP will deploy to join the MPS(s) prior to their sailing, during transit, or when they arrive at the AAA. Ideally, the OPP should deploy to join MPS at least 96 hours (4 days) prior to AAA closure. If this is not feasible, the OPP should be positioned in the AAA and board MPS as soon as possible. The OPP OIC will be a Navy officer designated by CNSE; the Marine OPP contingent will be under the cognizance of the senior Marine officer, called the Assistant OPP OIC. On arrival aboard an MPS, the OPP commander will report to COMPSRON to obtain specific directions concerning shipboard activities. Although dependent on the COMPSRON while embarked, the OPP's responsibilities and priorities are established by the MAGTF Commander, in coordination with the CMPF. The relationship between the OPP and the Ship's Master parallels that of an embarked unit commander and the commanding officer of amphibious ships. The OIC of the OPP will convey the MAGTF commanders off-load priorities to the COMPSRON, Ship's Master, and COR. Those priorities will define the objectives for off-load preparation by the MPSRON, MCMC, and OPP.

a. Organization of the OPP

The OPP will consist of personnel from the MAGTF, NSE, NEAT, and designated force protection units. The OPP is embarked on the MPSRON by O-4. The OPP headquarters is comprised of five individuals (see Appendix G). The OIC, OPP will transition to OIC, OCU on NAVY Day to provide continuity of operations. The Assistant OPP OIC is a Marine Major designated by the MAGTF Commander and may transition to become the MOLO. The OPP Headquarters are normally billeted aboard the primary or alternate flagship (depending on ship availability). The OIC, OPP will publish the daily OPP SITREP per Appendix I. The remaining personnel within the OPP are assigned to specific ships within the MPSRON and are designated as an OPP detachment. The OIC, OPP detachment is the senior Marine or Sailor aboard that ship and supervises the entire preparation effort of the Marines and Sailors aboard that vessel. The OIC, OPP detachment reports directly to the OIC, OPP and will provide information relevant to the daily OPP SITREP.

b. OPP Tasks

The OPP is responsible for preparing the ships' off-load systems, lighterage, and embarked MPE/S for off-load. OPP responsibilities include the preparation of the ships' cranes, winches, and fuel/water discharge systems, and initial de-preservation and preparation of MPE/S. The OPP must be thoroughly familiar with the configuration of the ship and the ship's load plans. Priorities for equipment preparation for off-load are:

- Ship cargo handling systems (e.g., cranes, winches, slings, container handlers, CLS for LVS, fuel and water discharge systems)
- Lighterage
- NSE equipment for instream and beach off-load (TAMCNs that start with "X")
- Material handling equipment required to support the off-load (TAMCNs that start with "B" and "D")
- All other Marine equipment

c. OPP Disestablishment

The OPP is disestablished after arrival of the ships and on completion of off-load preparations. Its members remain aboard to form the nucleus of the debarkation team, augmented as required by MAGTF and NSE personnel who arrive with the FIE. Refer to the Debarkation Team table of organization in Appendix G.

10004. Arrival and Assembly Organizations

The arrival and assembly organizations are a composite of personnel from the SLRP, OPP, and an Advance Party. The Advance Party is a task organization formed by the MAGTF Commander, which consists of personnel designated to form the nucleus of the arrival and assembly organizations. The primary tasks of the Advance Party are to arrange for the reception of the main body and MPSRON, and provide force protection to the beach, port, airfield, and unit assembly areas. At a minimum, the Advance Party is comprised of the LFSP (with personnel augments from the other MSEs), the entire NSE, and those Marine, Navy, and Coast Guard force protection units. The Advance Party should arrive in the AAA on O-4 to prepare for the MPSRON's arrival on O-2 and NSE's preparations on NAVY Day (O-1)

a. Arrival and Assembly Operations Group

The arrival assembly operations group (AAOG) is a task-organized group from the MAGTF whose function is to coordinate and control arrival and assembly operations. It consists of personnel from all MAGTF elements plus liaison from the CNSE (see figure 10-1). The AAOG must—

- Monitor the airflow of the FIE into the AAA
- Coordinate and monitor the throughput and distribution of MPE/S from the MPS to the unit assembly areas, specifically the arrival and assembly organization elements within those assembly areas
- Coordinate the association of MPE/S with designated organizations
- Provide initial command and control functions for the MAGTF in the AAA
- Direct and coordinate the arrival and assembly operations elements
- Provide direction, coordination, and interface with the LFSP and ACO until such time as the respective MAGTF elements assume responsibility for those functions
- Publish the daily SITREP per Appendix 1

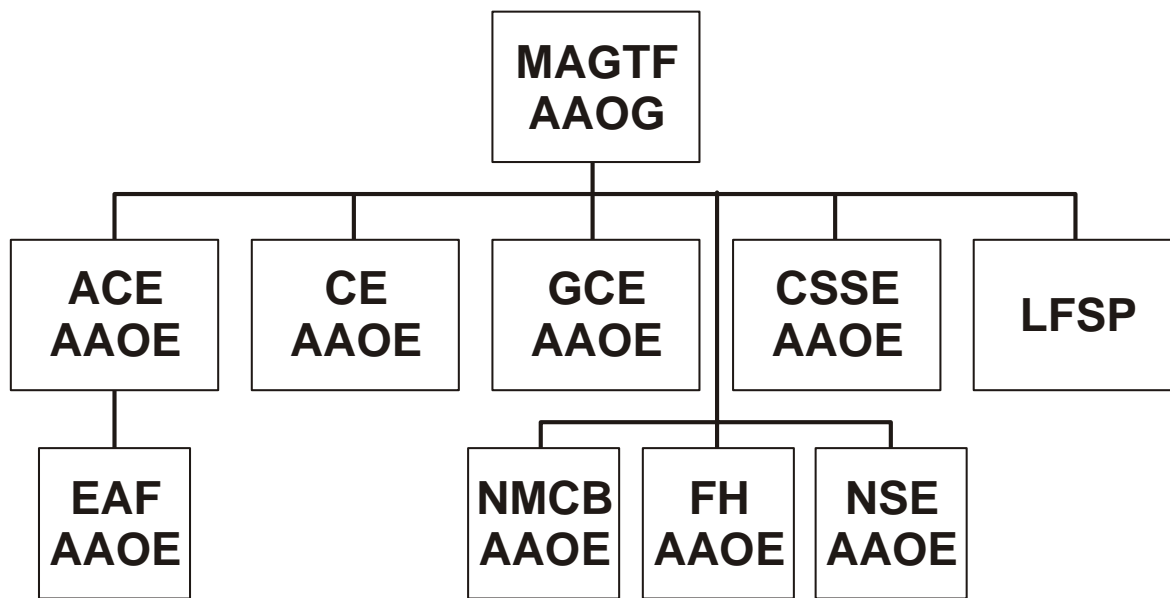


Figure 10-1. C2 Organizations for Arrival and Assembly

b. Arrival and Assembly Operations Element

Each element within the MAGTF and NSE establishes an arrival and assembly operations element (AAOE) to perform the following tasks:

- Provide initial C2 activities within the assembly area until arrival of the element commander
- Obtain receipts for MPE/S and verify items with the MAGTF
- Distribute MPE/S to unit equipment reception points (ERPs) per the MAGTF Commander's distribution plan
- Provide liaison with the AAOG
- Coordinate security in the assembly areas
- Oversee preparations for combat
- Provide throughput reports to the AAOG as directed by the AA plan

c. Airfield Coordination Officer

The airfield coordination officer (ACO) is designated by the MAGTF Commander under the cognizance of the ACE, and acts as the single point of contact for HNS and other support peculiar to aviation operations at the airfield(s). Non-AMC support requirements identified by the TALCE ADVON will be coordinated through the ACO. The ACO should be a member of the SLRP to facilitate airfield operational planning. See appendix D, tab G for the ACO checklist. Functions coordinated by the ACO include—

- Ramp allocation and aircraft parking

- Air traffic control
- Fuel storage and dispensing
- Aircraft rescue and firefighting
- Allocation of facilities and real estate
- Flight clearance
- Airfield improvement
- Navigational aids
- Arresting gear
- Airfield lighting
- Affecting coordination with the AACG

d. Landing Force Support Party

The landing force support party (LFSP) is a task-organized unit composed primarily of elements from the CSSE and NSE augmented by other MAGTF elements. The LFSP controls throughput of personnel and MPE/S at the port, beach, and airfield. The LFSP falls under the control of the OIC, AAOG (see figure 10-2). There are four principal throughput groups:

- Port operations group (POG)
- Beach operations group (BOG)
- Arrival airfield control group (AACG)
- Movement control center (MCC)

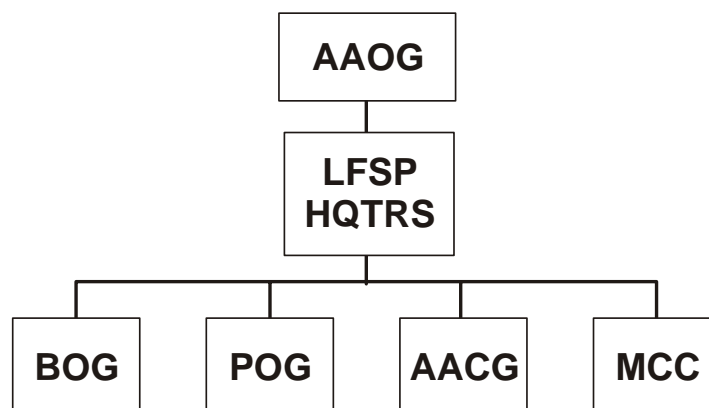


Figure 10-2. LFSP Organization

(1) Port Operations Group

The POG is a task-organized group from the Navy Cargo Handling Force, and the MAGTF's Beach and Terminal Operations Company. The POG may be retained after arrival and assembly for the off-load of resupply shipping as well as for retrograde of damaged equipment. The POG is responsible for preparing the port prior to arrival of the MPS and the throughput of supplies and equipment as they are off-loaded from the ship. The POG operates under the overall direction of the LFSP and in coordination with the ship's debarkation officer (see figure 10-3). The POG is responsible for—

- Establishing overflow areas for supplies and equipment
- Clearing piers and overflow areas of material
- Establishing communications with the LFSP and ship's debarkation officer
- Establishing liaison with host nation port authorities for employment of cargo and material handling equipment, operations and longshoreman support, and dunnage
- Operating cargo/material handling equipment including shore-based cranes, forklifts, tractors, dollies, lighting, etc.
- Assisting Navy cargo handling force detachments in ship off-load as directed, and transport cargo to overflow areas as necessary
- Establishing bulk fuel/water reception and transfer facilities as directed
- Being prepared to continue port operations for follow-on shipping

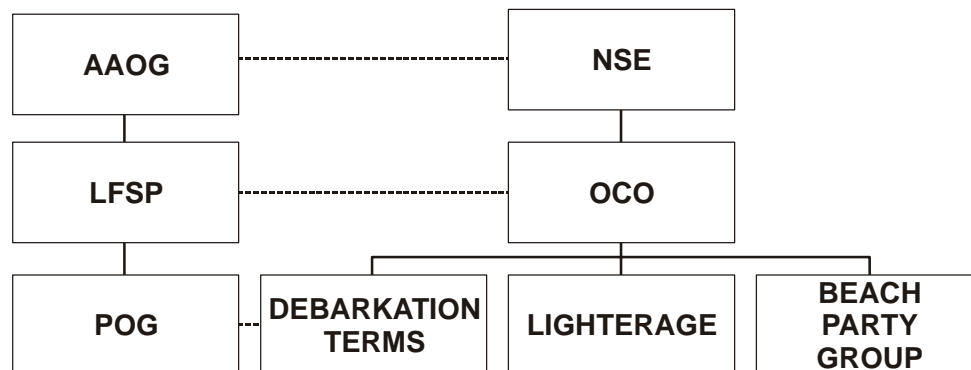


Figure 10-3. Pierside Off-Load Organization

(2) Beach Operations Group

The BOG is a task-organized group from the NSE and the MAGTF landing support company. The BOG operates under the overall direction of the LFSP and in coordination with the OCU (see figure 10-4). The BOG may be retained after the arrival and assembly for the off-load of follow-on shipping. The functions of the BOG and associated NSE beach party teams (BPTs) include—

- Providing the beach area command and control necessary to control and coordinate the throughput of MPE/S
- Organizing and developing the beach area as necessary to support the throughput of MPE/S, to include the designation and establishment of overflow areas
- Coordinating the bulk fluid transfer as required
- Off-loading lighterage at the beach
- Providing direction for MAGTF drivers to move vehicles from the lighterage
- Providing surge vehicle operators
- Preparing for follow-on operations

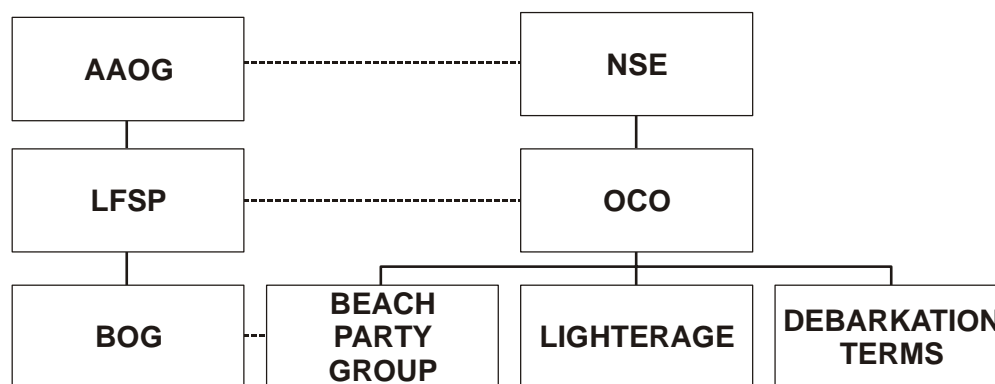


Figure 10-4. Instream Off-load Organization

(3) Arrival Airfield Control Group

The AACG is responsible for the control and coordination of the off-load of airlifted units and equipment, and provides limited combat service support to those units. The AACG is task-organized around a nucleus provided by the Landing Support Company of the CSSE, and is structured and manned to provide continuous operations support for multiple aircraft. Normally, the AACG will deploy as an element of the advance party and initiate operations at the arrival airfield. AACG is the point of contact between TALCE at the arrival airfield and the LFSP (see figure 10-5).

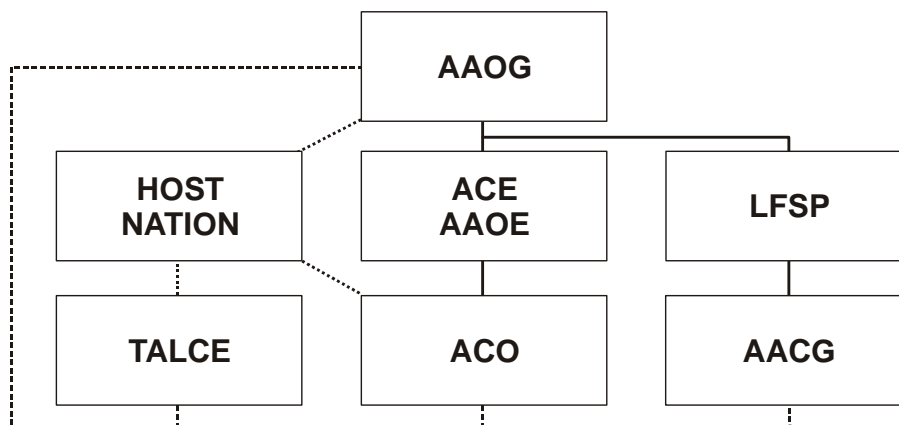


Figure 10-5. Arrival Airfield Control Group Relationships

(4) Movement Control Center

The MCC is the agency that plans, routes, schedules, and controls personnel and equipment movements over lines of communications. In MPF operations, the MCC forms the MPE/S being off-loaded from the ship or aircraft into separate MSC convoys for movement to the AAOEs.

10005. Ship-to-Shore Movement

CMPF is responsible for accomplishing the off-load, instream, or pierside of MPE/S. The organization executing the off-load is the off-load control unit, under the direction of the off-load control officer (OCO), who reports to the CNSE. CNSE coordinates with the AAOG for off-load matters. The OIC of the OPP becomes the OCO upon arrival of the ship and completion of off-load preparations.

a. Instream Off-Load Operations

For instream off-load operations, the following elements report to the OCO.

(1) Ship's Debarkation Officer

The debarkation officer's responsibility is to coordinate the efforts of the Navy cargo handling detachment, the Marine debarkation teams, and the employment of lighterage in order to most efficiently off-load each ship. In this respect, the navy cargo handling detachment will conduct the lift-off portion of the discharge while Marines will conduct the roll-off portion of the discharge, or move PEIs under the hatch square for the cargo handling detachment.

(2) Lighterage

Lighterage consists of causeway ferries, SLWT, and LCM-8s that are maintained by the NSE. Boat crews report to the OCO for ship and beaching assignments.

(3) Beach Party Team

The beach party team (BPT) is responsible for beach operations. This group reports to the OCO and advises the OCO about areas available for causeway/boat landings and the transfer of bulk liquids. The beach party team then coordinates such with the BOG.

b. Pierside Off-Load Operations

For pierside off-load operations, the following elements report to the OCO.

(1) Ship's Debarkation Officer

The debarkation officer's responsibility is to coordinate the shipboard efforts in order to most efficiently off-load each ship. In this respect, the Navy cargo handling detachment will conduct the lift-off portion of the discharge while Marines will conduct the roll-off portion of the discharge.

(2) Lighterage

Lighterage may be off-loaded and placed either ashore or in the water as directed by the PCO.

10006. Port Operations

Off-load of the MPSRON in a port, especially simultaneous off-loading of more than one MPS, will accelerate throughput. A port off-load requires less personnel and reduces the potential for MPE/S damage or loss. It is far less susceptible to the effects of sea state and weather. As a counterpoint, port operations require more interface with the host nation and increase the likelihood of encountering restrictions on handling and transporting ammunition, POL, and hazardous cargo. Civilian ship traffic, labor unions, and general port congestion must also be considered. As a general comment, MPF deployment to a port with sufficient pier space and staging areas to accommodate the simultaneous pierside off-load of an entire MPSRON is an unlikely scenario. The manpower required for such multiple off-loads will very quickly outstrip the MAGTF/NSE's personnel staffing. For pierside off-loads, the following must be considered:

a. Port Area

The port area is organized by the POG commander under the overall direction of the LFSP commander. To facilitate off-load, it may be necessary to establish port overflow areas within the port terminal. These overflow areas should be able to accommodate temporary staging and handling of supplies and equipment.

b. Petroleum, Oils, Lubricants, and Ammunition

Petroleum, oils, lubricants, and ammunition should not be held in the port or port overflow areas but should be transported directly to the CSSE storage sites.

c. Port Authority

If the host nation port authority is not functioning, the CMPF or MTMC will assume this responsibility. If the host nation port authority is functioning, the CMPF will designate a Navy port liaison officer to provide coordination between the MPSRON and the host nation. The port liaison officer advises the port authority regarding cargo characteristics (including hazardous cargo) and off-load requirements that may have an impact on port activities. Additionally, the port liaison officer coordinates with HNS representatives regarding—

- Environmental data (tides, winds, obstructions), navigational aids, and harbor information required for safe operations
- Berths and/or anchorages
- Tug/pilot services
- Firefighting services
- Pierside services

- MHE services

10007. Beach Operations

A beach off-load may be the only means to bring supplies and equipment ashore, or a beach operation may be conducted in conjunction with a port operation to accelerate the overall rate of discharge. The advantages of accelerated throughput must be weighed against the disadvantages inherent to beach operations. Simultaneous beach and port operations will significantly expand the size of the LFSP and NSE. The slowness of ship-to-shore operations, the increased potential for cargo damage, and the possibility of delays associated with changes in both the weather and sea state must be considered. A beach operation for an MPF operation is similar to the general off-loading period of an amphibious operation, and the overall consideration in beach organization is throughput of cargo to inland destinations. Beach organization must make the best possible use of existing beach exits, hard surface availability for staging, and road networks. The proximity of existent bulk fluid storage or areas suitable for installation of expeditionary systems and means to transport bulk fluids (pipeline or tanker) to airfields must be considered. Trafficability across the beach to staging areas and roads must be evaluated. The beach also must be organized to accommodate simultaneous landings of equipment and supplies through a number of landing points and to facilitate lighterage control. Normally, one colored beach is required for one MPSRON and is segmented into 4 numbered beaches for vehicles, containers, AAVs, and bulk liquids.

10008. Arrival Airfield Operations

The arrival airfield is located within the AAA and, ideally, in proximity to the off-load port or beach. Arrival airfield operations must meet concerns and requirements of the TALCE, AACG, and ACO. Designation of off-load ramps and holding areas will be accomplished jointly by the TALCE and AACG. Holding areas will be established sufficiently clear of the off-load ramps to avoid congestion and to facilitate loading passengers and equipment for transportation to assembly areas as required. Temporary facilities will be established close to the holding areas for medical and other support (heads, shelter, water, etc.) for the arriving units. Facilities will also be established for AACG and TALCE support (command and control, communications, billeting, and messing).

10009. Distribution of MPE/S

The success or failure of the MPF operation may be determined by the effectiveness of methods established to distribute, account for, and control the issuance of MPE/S. The methods and controls should be described to all MPE/S users in the distribution plan as part of the arrival and assembly plan. An effective distribution plan will contribute to throughput and ensure strict accountability and security are maintained. In addition, technical assistance from the MARCORLOGBASES/Blount Island command technical assistance and advisory team facilitates the distribution of MPE/S. All MPE/S should be designated to specific battalions, squadrons and separate companies in MDSS II after the MPF maintenance cycle. This designation will ensure that MPE/S goes to the correct unit and reduces the amount of equipment in the FIE.

a. Requirements

(1) Personnel

Adequate numbers of trained personnel must be provided to plan and manage the distribution of equipment and supplies. Personnel are sourced from the MAGTF, CSSE and NSE, and serve in the SLRP, AAOG, and LFSP. Key personnel familiar with the distribution plan should deploy with the SLRP to perform reconnaissance of the proposed staging areas, identify HNS MHE to assist the distribution, and liaison with the OIC OPP to reconcile disparities between physical inventories on the MPS(s) and load plan equipment lists.

(2) Equipment

Adequate quantities of AIS equipment are essential for the distribution system to work properly. The AAOG, AACG, LFSP, AAOEs and NSE should possess ADP equipment necessary to fulfill their control and accountability

requirements. Local equipment checklists should be developed to reflect the type and quantities of assets to establish connectivity with the MPF. See appendix F for a discussion of current AIS systems and capabilities.

(3) Container Operations Terminal Lot

The CSSE will establish a Container Operations Terminal (COT) lot in the CSSA. Each MPSRON may off-load over 2,000 containers, many containing the sustainment of the MAGTF. Additionally, the UAAs may not be established to receive containers. These unit-specific containers may go into the overflow area of the COT Lot until the UAA is prepared to receive them. The organization and preparation (grading the roads and leveling the ground) of the COT Lot is critical to the timely distribution of materials in containers. When the containers are unstuffed, the empty containers will be returned to the CSSA COT lot for temporary storage until the regeneration phase. Commands that desire to use empty containers for other purposes (i.e., bunkers, armories, office spaces, etc. must obtain permission from COMMARCORLOGBASES. Containers are critical to the regeneration process and are expensive to procure. Damage done to the structural integrity of the container will preclude it from obtaining a certification to be embarked aboard MPS.

10010. Accountability of MPS Equipment and Supplies

Once MPE/S is off-loaded, accountability for it will transfer from the COMMARCORLOGBASES to the MAGTF Commander. Upon completion of the MAGTF's mission and the regeneration process, accountability of MPE/S transfers back to the COMMARCORLOGBASES.

10011. Force Standup

Force stand-up is defined as those actions required to prepare units for operational missions. This portion of arrival and assembly operations occurs upon completion of MPE/S distribution to the AAOEs and unit assembly areas. Unit assembly areas (UAAs) are geographic locations for an entire MSE or the NSE (see figure 10-6). The AAOE is the C2 node for the UAA. A UAA may have multiple ERPs for the specific units of that MSE (see figure 10-7).

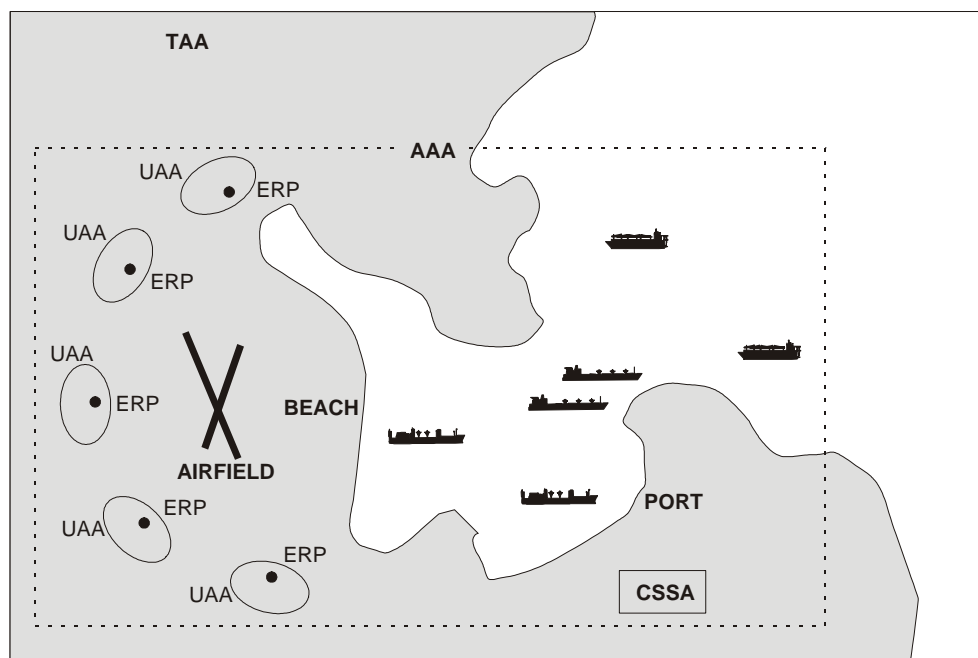


Figure 10-6. Arrival and Assembly Area

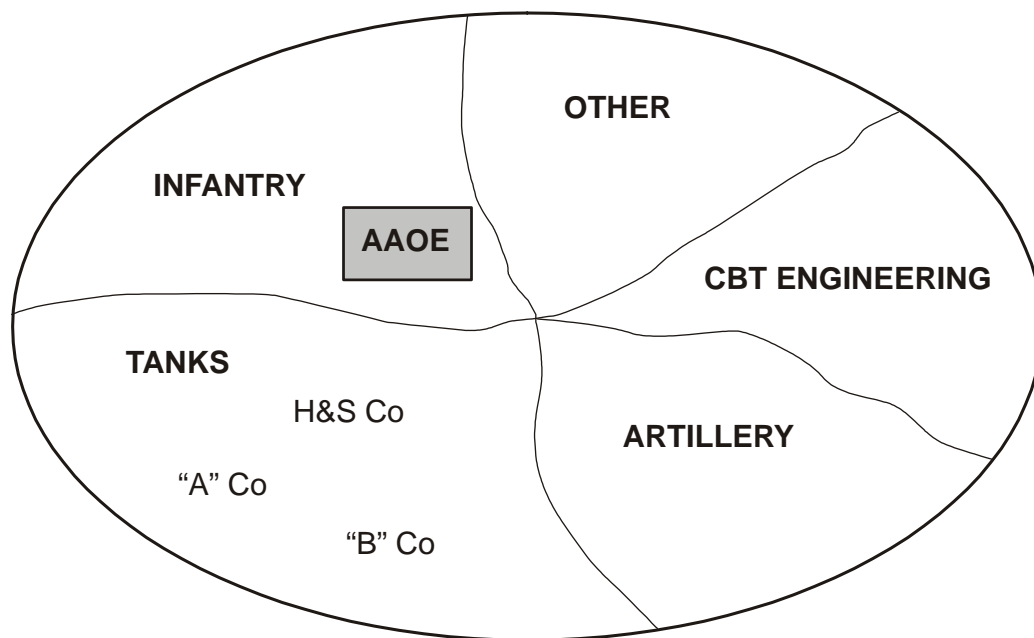


Figure 10-7. ERPs within the GCE UAA

Detailed planning by each MAGTF element is required to ensure that the element is prepared for employment in accordance with the MAGTF Commander's concept of tactical operations. Force stand-up actions include—

- The creation of CMRs
- The establishment of the container operations terminal (COT) and the execution of the MAGTF container plan (see figure 10-8 for a notional COT)
- The distribution of element/unit equipment and supplies in containers
- The association of collateral equipment
- The continued depreservation of equipment
- Limited technical inspections of MPE
- Operational checks
- Boresighting of weapons systems
- Final calibration activities
- Performance of required maintenance
- The standup of logistics trains and the availability of CSSE to support tactical operations
- Movement of FIE to unit assembly areas
- Potable water production

- Runway preparation
- Aircraft beddown site preparation
- EAF laydown
- The establishment of initial supply dumps
- Preparation for reception, staging, and onward movement and force integration

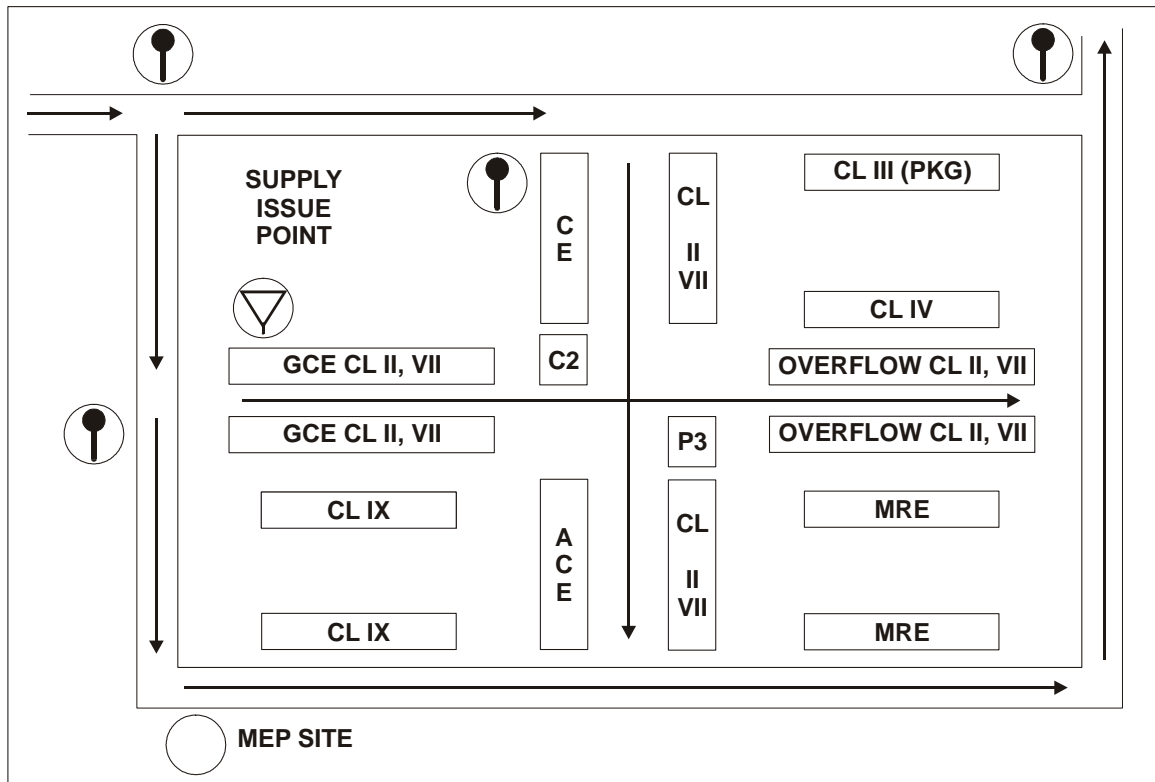


Figure 10-8. Notional Container Operations Terminal

CHAPTER 11

MPF REGENERATION ORGANIZATIONS AND RESPONSIBILITIES

11001. General

An MPF operation does not actually conclude with the start of MAGTF operations ashore, but rather, includes a fifth phase called regeneration. The objective of regeneration is to reestablish MPF capability as rapidly as possible upon completion of the MAGTF employment mission. Regeneration is a complex process. Detailed planning is essential, which requires that regeneration planning begin immediately after the initial warning order is issued. Regeneration planning includes the same steps, whether regenerating one MPS or an entire MPSRON.

11002. Overview of Regeneration

Regeneration is a methodical approach to restore the MPS or MPSRON to full operational capability. Specific objectives will always be situationally dependent and will ultimately be driven by the mission capability required upon completion of regeneration, the time available, and site location. Operational capability will be determined by the supported CINC. Assigning a CSSD specifically task-organized for regeneration will significantly enhance the effectiveness and timeliness of the regeneration process.

a. Regeneration Participants

Regeneration requires the active participation of many organizations such as those listed below. In addition to carrying out command and control, and planning support responsibilities, most of these organizations deploy personnel to support regeneration. Each organization ensures that the planning for regeneration is incorporated into standing operating procedures, operations orders, instructions, and related directives.

- Office of the Chief of Naval Operations (OPNAV)
- Headquarters, Marine Corps (HQMC)
- Marine Corps Forces, Atlantic/Pacific (MARFORLANT/PAC)
- Marine Expeditionary Forces (MEFs)
- Marine Corps Systems Command (MARCORSYSCOM)
- Marine Corps Combat Development Command (MCCDC)
- Marine Corps Logistics Bases (MARCORLOGBASES)
- Amphibious groups (PHIBGRUs)/Naval Forces (NAVFOR) Afloat
- Naval Beach Groups (NAVBEACHGRUs)
- Naval Air Systems Command (NAVAIRSYSCOM)
- Military Sealift Command (MSC)

- Civilian contractors
- MPSRON staff
- Commander, Joint Task Force (CJTF)
- Naval facilities engineering command (NAVFACENGCOM) (Naval mobile construction battalion and Litterage)
- Fleet Hospital

b. Regeneration Process

The regeneration process includes planning, establishing a command and control structure, developing and maintaining supply lines, assembling supporting personnel and equipment, deployment, site development, coordination, execution in the AOR, redeployment and termination at Blount Island Command.

c. Stages of Regeneration

Regeneration will typically occur in three stages:

Stage 1

Regeneration creates actions in the AOR during the MAGTF operations—typically planning and coordination. Minimal MPE/S maintenance and refurbishment will be performed.

Stage 2

Regeneration creates actions in the AOR following the MAGTF operations when MPE/S maintenance and refurbishment commences with greater intensity.

Stage 3

Regeneration results in an MPF maintenance cycle (MMC) at Blount Island Command where enhancement/refurbishment or the complete overhaul of MPE/S will be performed. The amount of regeneration to be performed at Blount Island Command will be driven by the requirements of each MPS, time, and fiscal constraints.

NOTE: Regeneration is most effectively accomplished at Blount Island Command. However, the need to obtain an operational ability quickly dictates that regeneration be initiated in the AOR with the remainder accomplished at Blount Island Command, perhaps in conjunction with the MMC. In some cases, the MMC may be adjusted to accommodate regeneration; if this occurs, it will be within the constraints of the Coast Guard hull certification schedule.

11003. Regeneration Planning

The decision to regenerate the portion of the MPF employed in an operation is made at the Joint Staff (JS) level predicated on the recommendations of the supported CINC. The CINC, Navy, Marine Corps, and U.S. Commander-in-Chief Transportation (USCINCTrans) will be directed to assist with execution of regeneration. Planning for regeneration may begin as soon as the Warning Order is issued. This will usually occur during exercises or operations where operational security (OPSEC) is not a consideration. Planning for regeneration is complex, requires coordination at many levels of command, and is affected by factors outside the realm of the MPF and the MARFOR's operations.

The general sequence for planning occurs in three parts: before the arrival and assembly phase, between and during the arrival and assembly phase, and during post arrival and assembly planning.

a. During Arrival and Assembly

Planning actions and responsibilities during arrival and assembly include the following:

- Establishing Authority: Identify storage areas or warehouse space for reusable materials, equipment, supplies, or components not issued.
- MAGTF Commander: Ensure the overall plan for MPF containers provides for their serviceability and accountability for regeneration.
- CSSD Commander: Identify initial maintenance requirements and standards for principal end items (PEIs) and secondary repairables.
- COMMARCORLOGBASES: Coordinate preliminary regeneration planning with all participants listed in section 11002, and ensure automated information system personnel and equipment are in the AOR as soon as practical.

b. Post Arrival and Assembly

The MAGTF's readiness to conduct the assigned mission signals the completion of arrival and assembly. At this point, planning for regeneration within the AOR will usually be accomplished by planning cells in the MAGTF G-3 and G-4 Future Plans sections. Planning for regeneration should not detract from planning or execution of the current operation. Planning actions and responsibilities after arrival and assembly include the following:

(1) Establishing Authority

- Ensure representation at the main planning conference
- Provide guidance for disposal of material not being reembarked on MPS
- Assign support responsibilities and tasks
- Choose primary and alternate regeneration sites. Factors to consider are:
 - Availability of MPE/S
 - Availability of maintenance, washdown, and port facilities
 - Time constraints
 - Redeployment plan
 - Location of MPSRON
 - Anticipated MPF commitments
 - Expected condition of MPE/S
 - Load changes and altered configuration of MPS
 - Ship certification schedule
 - Required operational capability

(2) Headquarters, Marine Corps

- Plan and coordinate a main planning conference, including the identification of the chairman of the Executive Coordination Element
- Identify an asset redistribution policy, and prescribe acceptable levels of MPE/S readiness based on operational requirements
- Coordinate with the establishing authority and COMMARCORLOGBASES to recommend priority of MPS backload
- Provide funding as required
- Determine liaison officer requirements
- Publish the MPF regeneration letter of instruction (LOI) (see appendix I)
- Convene the main planning conference

(3) Chief of Naval Operations

- Plan and coordinate a main planning conference, including the identification of the chairman of the Executive Coordination Element
- Identify the asset redistribution policy, and prescribe acceptable levels of MPE/S readiness based on operational requirements
- Provide funding as required
- Determine liaison officer requirements

(4) Marine Corps Forces (Air of Responsibility)

- Recommend the primary regeneration site to the establishing authority
- Publish all applicable orders, plans, and LOIs
- Publish guidance for the return of MPE/S, including shipping containers, original packaging, dunnage, and the assignment of designated staging areas
- Review the redeployment plan for conflict with the regeneration plan. The redeployment plan should support the regeneration plan, including security considerations
- Promulgate a communications plan
- Provide instructions for the security, inventory, and condition coding of all MPE/S
- Promulgate an accurate cost accounting method
- Identify Marine Corps units to perform regeneration
- Establish priorities for acquisition, performance of equipment maintenance, and preparation of supplies
- Designate, organize, and establish procedures for washdown sites

- Satisfy report requirements
- Establish maintenance areas
- Establish parking and staging areas
- Establish warehouses
- Implement MAGTF II/LOGAIS (MAGTF deployment support system II (MDSS II), Computer-aided embarkation management system (CAEMS)) to support accountability and prepositioning data base management
- Establish priorities for the use of high usage equipment items and assets
- Identify how the MAGTF's mission and organic table of equipment (T/E) requirements may effect regeneration
- Develop procedures to ensure all MPE/S meet United States Department of Agriculture (USDA) inspection standards prior to backload
- Arrange for a senior agricultural inspector and inspection team

(5) Naval Force Area of Responsibility

- Determine tasks and requirements for naval units supporting regeneration
- Attend main planning conference
- Promulgate plans for MPSRON and CNSE

(6) Marine Corps Forces Atlantic/Pacific

- Provide assistance as required
- Attend the main planning conference

(7) Marine Corps Logistics Bases

Evaluate procedures and plans established for—

- Supply actions
- Quality assurance
- Maintenance
- Requests for prepositioned war reserve assets
- Accountability
- Container repair and procurement

Additional tasks associated with Marine Corps logistics bases include—

- Deploying the technical assistance and advisory team (TAAT) to provide technical assistance, if not already in the AOR

- Coordinating with COMMARFORLANT/PAC, HQMC, and MSC to recommend priority of MPS backload, taking into account MMC rotation
- Coordinating with HQMC and COMMARFORLANT/PAC to develop a basic plan for a main planning conference, including factors that will initiate execution of the plan
- Determining funding requirements and fiscal constraints for all Marine MPE/S, and submitting results and recommendations to HQMC

(8) Combat Service Support Detachment Commander

- Execute regeneration
- Develop a limited technical inspection (LTI) schedule in conjunction with MCMC and Blount Island Command
- Identify Class IX (repair parts) and ancillary equipment requirements
- Assess the condition of equipment and supplies used
- Establish all required lines of communication
- Promulgate a proposed time line
- Promulgate plans for aviation ground support equipment (AGSE) and ammunition
- Maintain established pre-operation spread load, if desired
- Publish the LOGAIS plan
- Specify priority for equipment loading
- Promulgate a core block management plan. (Core blocks are subsets of selected classes of consumable supplies designed to sustain forces for the first 30 days of combat. Core blocks are established for the following classes of supplies: Class I (rations), Class III (packaged ground and aviation), Class IV, Class IX (batteries, secondary repairables, components, and repair parts.)
- Plan for the backload of capability sets on weather decks
- Review the embarkation planning consideration, including applicable federal maritime regulatory requirements and the requirements for the dangerous cargo manifest
- Attend the main planning conference
- Conduct embarkation planning
- Request scales or other equipment required to weigh containers, mobile loads, and supplies

(9) Military Sealift Command

- Ensure each MPS meets U.S. Coast Guard Certificate of Inspection (COI) and dry-docking requirements
- Review stow plans prior to loading MPE/S onboard MPS(s)
- Ensure accuracy of MPS cargo manifests (weights/position/dangerous cargo)

- Ensure net explosive weights for each MPS do not prevent port entry
- Coordinate availability of an appropriate site for download and maintenance of NSE lighterage
- Coordinate with NAVAIRSYSCOM to conduct required MPS flight deck certification
- Coordinate with the Defense Energy Supply Center for reclamation of bulk petroleum, oil, and lubricants
- Provide representation at the main planning conference
- Ensure that MPS(s) arrive clean and ready to backload in accordance with the MAGTF backload schedule

(10) Maritime Prepositioning Ships Squadron Commander

- Assign a liaison officer (more than one officer may be required)
- Attend the main planning conference
- Provide support as directed
- Issue sail order (SAILORD) to each MPS—routing it to MMC

(11) NAVAIRSYSCOM (MPF Program Manager)

- Provide guidance for the maintenance and inventory of AGSE
- Determine funding requirements for regeneration of MPF AGSE
- Act as the liaison between HQMC and OPNAV for funding and authorization for regeneration of MPF AGSE
- Provide a representative at the main planning conference

(12) Fleet Hospital

- Attend main planning conference
- Determine tasks and requirements for personnel support
- Promulgate plans for implementation of the fleet hospital

c. Regeneration Planning and Redeployment

Regeneration is a part of the redeployment process. The regeneration process should take into consideration and support the redeployment plan, and ensure adequate participation by planners, operators, and logisticians.

NOTE: Regeneration is different from redeployment in purpose and scope. Regeneration and redeployment should, however, be mutually supportive and well integrated, as both generally occur concurrently.

d. Main Planning Conference. See paragraph 11004.

e. Command and Control

MPF-related command relationships are dependent upon whom CJCS tasks to execute the regeneration and where it takes place. Regeneration may occur in the AOR, outside the AOR, or at an interim maintenance site. The command and control structure in regeneration is unique because of the participation of personnel in the AOR from

the operation as well as Navy and Marine Corps supporting establishments from the Continental United States (CONUS). The four key participants during regeneration in the AOR will normally be the supported COMMARFOR responsible for the regeneration, the MEF MPF Cell, the CSSD assigned to execute, and the TAAT provided by COMMARCORLOGBASES to assist.

(1) Deferred Regeneration

Following the operation, COMMARFOR may recommend deferring regeneration until the MPS(s) can return to CONUS or an alternate location. The recommendation for deferment should be forwarded to the supported CINC with a copy to HQMC. The CJCS will issue additional direction to the Navy and Marine Corps regarding regeneration, including partial regeneration at an interim maintenance site.

(2) Executive Agent

In most cases, the CSSD will be assigned as MARFOR's executive agent for regeneration. This responsibility is a result of early participation in planning, establishing the Combat Service Support Area (CSSA), and maintenance of MPE/S during the MAGTF operation. The CSSD is a tasked organization of personnel from the theater and CONUS. The CSSD is not the same as the MAGTF's CSSE. The focus of the CSSD is on regeneration of the MPF, whereas the MAGTF's CSSE is responsible for the redeployment of the MAGTF.

(3) Technical Assistance and Advisory Team

The technical assistance and advisory team (TAAT) is comprised of military and civilian personnel from MARCORLOGBASES to provide a nucleus of expertise for the off-load and subsequent regeneration. The TAAT will normally be principally staffed by Blount Island Command personnel. The team will be OPCON to the operating forces, after the warning order is given. The team advises and assists operating forces with plans and subsequent recovery and backload of MPE/S, and properly documents accountability transfers from contingency forces to MARCORLOGBASES. TAAT members may be assigned to the ECE which directs and coordinates the efforts of the regeneration working groups.

11004. Regeneration Organization

This section discusses the most important aspect of regeneration: the main planning conference. The main planning conference provides the operating forces responsible for regeneration within the AOR the opportunity to communicate with technical experts and planners from the supporting establishment. Also included in this chapter are descriptions of working groups that comprise the main planning conference and the services they provide.

a. Prioritization

Following the order to execute the regeneration, the technical advisory experts begin to arrive in the AOR for the main planning conference. Successful regeneration requires that priorities for acquisition, performance of equipment maintenance, and preparation of supplies must be established as soon as possible. This helps ensure that items are ready to be loaded as required. Prioritization remains the critical task until the last MPS is loaded and regeneration completed.

b. Main Planning Conference

The main planning conference is usually held prior to termination of the operation and marks the end of advance planning and the beginning of operational planning and execution. Conference participants will bring an assessment of their own regeneration capabilities and requirements. In addition, COMMARFOR's representative will bring the proposed retrograde plan and a summary of operational considerations which may impact regeneration operations. The meeting's success is ultimately dependent upon the completeness of the information exchanged and the resulting regeneration LOI (see appendix I). The goals of the conference are to—

- Review and validate MPF operational and logistics requirements

- Prepare sourcing and attainment strategies for MPF regeneration. Attainment is the process that gathers the quantity of an item regardless of the source (e.g. new acquisition, the stores systems, from an operating force's unit T/E), necessary to meet that item's prepositioning objective (PO)
- Develop plans, orders, and LOI's

c. Executive Coordination Element and Working Groups

Command and control working groups are organized into general subject areas and directed by the executive coordination element (ECE). See figure 11-1. The ECE is composed of personnel from HQMC, the MARFOR's major subordinate elements (MSEs), and the selected members of the TAAT supporting establishment. The chairman of the ECE will be designated by HQMC prior to the convening of the main planning conference. The ECE tasks include—

- Coordinating with host nation (HN) agencies and activities
- Directing and coordinating working groups, and resolving issues
- Ensuring the MPF regeneration LOI is published
- Providing coordination and guidance as necessary to obtain required support

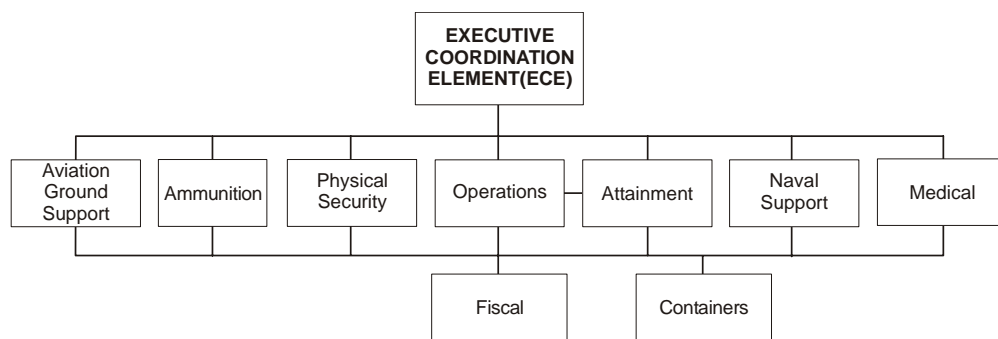


Figure 11-1. Main Planning Conference Organizational Structure

(1) Operations Group

The operations group focuses on determination of specific operational and supporting issues. It is incumbent upon this group to ensure operational planning considerations are disseminated swiftly and widely to facilitate concurrent planning. Members of the operations group include operations and logistics planners from MARFOR, the MEF Headquarters, HQMC (Plans, Policy, and Operations (PP&O)), Aviation Support and Logistics (ASL) Branch, Installations and Logistics (I&L), and Programs and Resources (P&R), MARCORSYSCOM, MCCDC, MARCORLOGBASES, OPNAV, NAVAIRSYSCOM, MSC, MPSRONs, and PHIBGRUs (see figure 11-2). The operations group—

- Provides information to the attainment group required to plan for and attain equipment and supplies used in regeneration
- Decides whether the MPF will be regenerated in its previous configuration or reconfiguration to accommodate changes in operational requirements

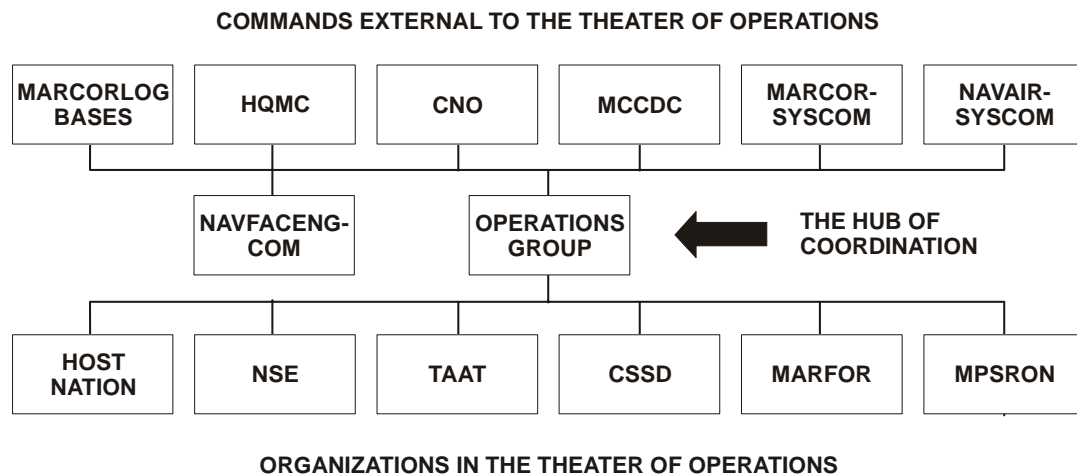


Figure 11-2. MPC Operations Group Coordination

- Strategic and operational situations permitting, determines if any supplies and equipment previously removed from MPF operations are to be included in the regeneration, and designates priority of the use of employed assets
- Provides COMMARFOR with a final recommendation for the site of the regeneration, and designates priority of the use of employed assets
- Identifies NAVFOR to perform the regeneration
- Identifies and sequentially prioritizes the MPS for the regeneration effort
- Identifies an anticipated date for operation termination
- Identifies materials, supplies, and equipment that are to remain in theater after MPF regeneration is complete.
- Determines technical assistance/augmentation requirements to facilitate MPF regeneration
- Develops initial MPS load plans
- Develops equipment wash down plan

(2) Attainment Group

The attainment group develops sourcing strategies and attainment plans to support operational and logistics requirements for MPF regeneration. The plans should be responsive, flexible, fiscally supportable, and attainable. The group is composed of planners from HQMC (PP&O, ASL, Fiscal Director (FD), and R&P), MARCORSYSCOM, MARCORLOGBASES, MSC, NAVAIRSYSCOM, and the MAGTF and MEF Headquarters, and receives information from the operations group. The attainment group—

- Identifies the respective roles of supporting commands
- Determines the timeliness and locations necessary for attainment of required assets
- Ensures planning for all required resources is in place

(3) Fiscal Planning Group

The fiscal planning group consolidates information obtained from the other planning groups to develop a comprehensive estimate of MPF regeneration costs. The estimate must be economical, responsive, and frequently refined. The fiscal planning group also prepares the funding input published in the regeneration LOI. The group is composed of financial planners from HQMC (FD, ASL, and R&P), MARCORSYSCOM, MARCORLOGBASES, OPNAV, NAVAIRSYSCOM, MSC, MAGTF, and MEF Headquarters. Funding requirements include all operational and logistic costs anticipated by the Navy and Marine Corps.

(4) Naval Support Planning Group

The NSE planning group develops sourcing and attainment plans to support logistics requirements for the regeneration of lighterage and associated equipment and supplies. It is made up of Naval Facilities Engineering Command (NAVFACENGCOM), NAVSEASYSYSCOM, and NAVBEACHGRU personnel and is guided by stated operational requirements. Its plans should be responsive, flexible, fiscally supportable, and attainable.

(5) Aviation Ground Support Equipment Planning Group

The aviation ground support equipment (AGSE) planning group develops sourcing strategies and attainment plans to support operations and logistics requirements for MPF regeneration of AGSE and associated equipment and supplies. It is made up of NAVAIRSYSCOM/HQMC (ASL) personnel and is guided by stated operational requirements.

(6) Ammunition Planning Group

The ammunition planning group is staffed with experts in both aviation and ground munitions, (e.g., Class V (W), (A)). Depending on the operation, this group may not be established. In such cases, its responsibilities are fulfilled by the attainment group. When established, personnel assigned to this group are provided by HQMC, COMMARCORLOGBASES, MSC, and COMMARCORSYSCOM. Key issues addressed by this group include—

- Replacement of expended munitions
- Retirement and replacement of obsolete munitions types
- Coordination of transportation requirements
- Requisitioning of packaging materials
- Packaging standards
- Coordination of shipping schedules

(7) Medical Planning Group

The medical planning group develops sourcing strategies and attainment plans to support operational and logistics requirements for MPF regeneration of medical assets and provided expertise related to equipment washdown sites. The group is comprised of the establishing authority, Navy medical, TAAT medical, and CSSD personnel. The medical planning group—

- Identifies an authorized medical allowances list (AMAL) and an authorized dental allowance list (ADAL), and other medical equipment and supplies for regeneration
- Develops plans for disposal of outdated equipment and supplies, and sourcing and attainment
- Develops and promulgates safety precautions and safety training plan for the regeneration
- Establishes policy for medical care of personnel up to the completion of the in-country portion of the operation

- Certifies CSSD personnel as officially designated USDA inspection teams

(8) Physical Security Planning Group

COMMARFOR may establish the physical security planning group, develop security plans and initiate action to support the operational and physical security of MPE/S and forces during regeneration. The group is made up of security personnel from the MARFOR and NSE.

(9) Container Planning Group

The container planning group develops the container plan for the regeneration prepositioning objective (PO).

d. Personnel Distribution Following Main Planning Conference

Unless directed by COMMARFOR, the working groups are disbanded following the Main Planning Conference. Personnel may return to parent organizations, become part of the CSSD, or redeploy.

e. Regeneration Letter of Instruction

The regeneration letter of instruction (LOI) is the document upon which MPF regeneration execution is based and should contain all information and tasking necessary to ensure a successful operation. Upon conclusion of the conference, the draft should be released to all supported and supporting commands. Pre-execution actions recommended at the conference can then commence immediately. See appendix I for a sample regeneration LOI.

11005. Regeneration Operations

This section furnishes information common to the execution of regeneration operations.

a. Regeneration Prepositioning Objective

The MPF prepositioning objective (PO) provides a list of all equipment and supplies to be embarked aboard MPS by MPSRON-1, 2, and 3. Additionally, it provides information for MPE/S acquisition, deployment planning, and procedural methodology to support the policies contained in MCO P3000.17, MPF Planning and Policy Manual.

b. Prepositioning Objective Goals

As a result of consumption, damage, and destruction of MPE/S, PO attainment in the AOR will likely be less than it would be if accomplished at Blount Island Command. With less than a full complement of the PO, decisions affecting the load should be delegated to COMMARFOR (AOR) who (based on inputs from the TAAT, operators, and technicians) will be in a position to determine what level of regeneration is feasible at the time. Examples of short and long range goals relative to regeneration and the PO are—

- Performing operational and intermediate maintenance on equipment prior to backload
- Attaining the PO in Class V(A) ammunition while in the AOR
- Attaining the PO for Class III supplies within six months of departure from the AOR

c. Funding

Funding availability, fiscal guidance and responsibility, and funding requirements will vary substantially depending on the scenario. Fiscal guidance will be provided by HQMC, NAVAIRSYSCOM, and NAVFACENGCOM. Contingency length and specifics will determine the fiscal guidance and level of funding to be provided.

d. Fiscal Responsibility

The following general guidelines should be used when developing MPF regeneration funding requirements.

(1) Within AOR

Generally, the MARFOR assigned regeneration responsibility will fund in-country costs including (but not limited to) repair parts, messing and billeting, port costs, wharves and dockage, and stevedoring.

(2) In CONUS

When MPE/S require intensive maintenance, regeneration will be funded by COMMARCORLOGBASES and accomplished at BLOUNT Island Command. AGSE requirements will be funded by NAVAIRSYSCOM and NSE requirements will be funded by NAVFACENGCOM.

e. Funding Considerations

The following MPS regeneration funding chart portrays funding considerations and the organizations responsible for specific funding requirements.

<u>Requirement</u>	<u>O&M, MC</u>	<u>PMC</u>	<u>DBOF</u>	<u>O&M,N</u>
Class I (subsistence/rations)			X	
Class II (general supplies)	X			
Class III (pkg) (POL)	X			
Class IV (construction)		X		
Class V (A) (air ammunition)				X
Class V (W) (ground ammunition)		X		
Class VII (major end items)	X	X		
Class VIII (medical)	X	X		
Class IX (repair parts and components)	X		X	
Batteries	X			
Repair Parts	X			
Using Unit Responsibility Items	X			
Publications	X			
Shipboard CIS	X			
Major Assemblies (BF/Water)		X	X	X
Container Repair	X			
Containers	X	X		
Port Operations	X			
Stevedoring	X			
Wharfage/Dockage	X			
Maintenance Services	X			
Equipment Maintenance	X			
Receipt/Prep F/Ship	X			
Ammo Labor/Tad				X
Ammo Equipment & Supplies				X
AGSE Container Repair				X
AGSE Leased Equipment				X
AGSE Transportation				X
MC Trans & Port Hndlg	X			
Sets, Kits, and Chests	X			
ADPE Equipment & Supplies	X	X		
ADPE Contractor Costs	X			
Underwater Hull Certification				X
Assets Left Behind	X	X	X	X

f. Personnel Requirements

Units and personnel required to support regeneration will be designated in the regeneration LOI. Additional requirements will be promulgated via separate messages. The regeneration CSSD provides the majority of personnel. See appendix H for a notional Table of Organization (T/O) and Table of Equipment (T/E) for a regeneration CSSD and NSE. Personnel in the AOR participating in regeneration fall into four categories:

- Military personnel who participated in the operation
 - Follow-on military personnel who did not participate in the operation
 - Civilian contractors
 - Other nonmilitary persons
- Personnel are redeployed when they are no longer required to reduce messing and billeting requirements.

g. Staging Area

An efficient staging area will contribute significantly to the overall effectiveness of the regeneration process. The criteria used by the SLRP to evaluate the AAA may be used when choosing a regeneration site.

- Configuration of the staging area
- Configuration of the MPS
- Security
- Location
- HNS availability
- Power and communication requirements
- Vehicle access to the site
- Equipment washdown and USDA inspection area
- Availability of transportation and material handling equipment (MHE)
- Availability of waste disposal facilities
- Waste disposal requirements
- Availability of maintenance and replenishment facilities
- MPE/S database entry and accountability point(s)
- Ammunition handling and storage requirements
- Proximity to a suitable airstrip
- Remote area requirement for AGSE
- Availability of temporary shelter

- Container yard requirements

h. Notional Regeneration Site. See figure 11-3.

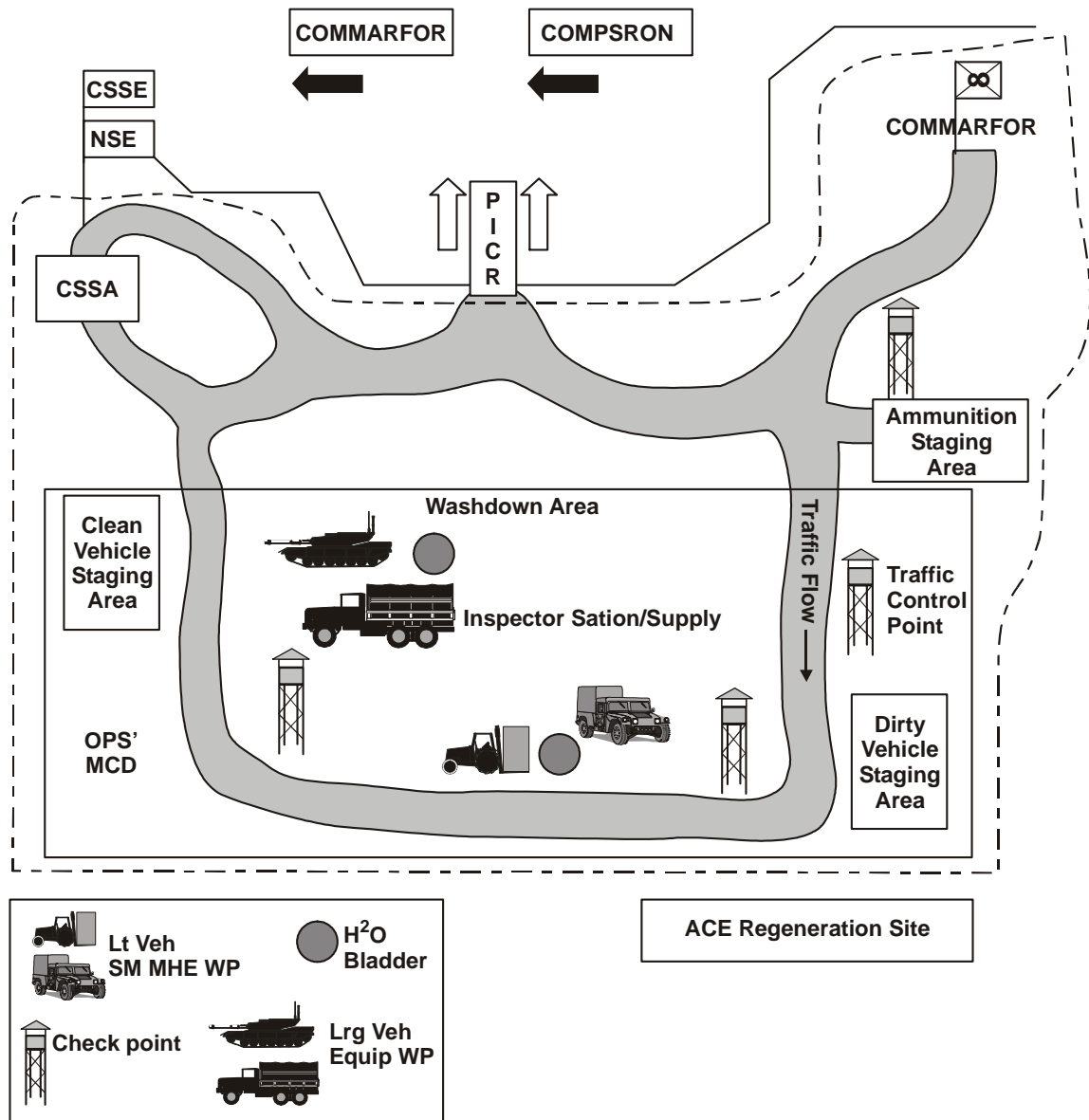


Figure 11-3. Notional Regeneration Site

i. Host Nation Support

For speed and economy, make maximum use of HNS. The quality and quantity of the HNS will depend on—

- The nature of the operation

- The willingness of the host nation to lend assistance
- Host nation resources

j. Communications

Reliable communications is a must. During regeneration in the AOR, make maximum use of commercial telephones (including mobile International Maritime Satellite (IMARSAT) systems with fax and e-mail/data transfer capabilities) and HN communication systems to release tactical communications assets for retrograde. If possible, maintain message center operations in the AOR until retrograde is complete.

The Global Command and Control System (GCCS) and LOGAIS systems enhance movement of equipment and supplies and should be used whenever practicable. Plans should provide for secure communications among shore, sea, and airborne assets.

k. Safety

Many facets of the regeneration process are inherently dangerous and require proper planning to ensure safe and prudent execution. Unique factors which negatively affect safety during regeneration in the AOR include—

- Large amounts of equipment and ammunition on hand
- Unknown conditions of the equipment
- Varying levels of skill among operators, technicians, and HN personnel
- Limited supervisor knowledge of subordinate character and expertise
- Expeditionary conditions in the AOR
- Time constraints

l. Risk Assessment and Management

Personal involvement and emphasis by commanders, training, and the use of appropriate personal protective equipment (PPE) by all personnel improves safety. All personnel are safety observers and must make themselves familiar with the five principles of activity risk assessment and management:

- Determine the hazards involved in the planned activity.
- Assess the risks. Determine the impact this activity may have on safety, and assess the probability of an accident. Even hazards with low probability may have very serious consequences and require attention.
- Make risk decisions. There are risks in every evolution; proper planning can reduce them to an acceptable level.
- Develop controls. There are three types of controls: engineered (best), administrative (less effective), and personal protection (least desirable).
- Implement and enforce controls. How often are the controls evaluated and who is responsible for enforcement? Because situations change, the objective is to continually identify and assess risks, make risk decisions, implement controls, supervise, and provide feedback.

m. Environmental Considerations

The following paragraphs discuss environmental considerations during MPF regeneration.

(1) Waste Management

It is not the responsibility of those involved in regeneration to remedy a nation's environment problems; however, corrective action may be required to safeguard public health. NAVFOR should demonstrate a concern for the environment of the host country, its inhabitants, and the health of personnel. As a result of recent court cases, U.S. personnel may be charged for violations of U.S. environment regulations committed on foreign soil. In the absence of specific guidance, take the following steps:

- Declare the hazardous waste (HW) or material off limits
- Physically segregate or barricade questionable material
- Properly mark material using English and host country languages
- Notify appropriate agencies or headquarters to obtain assistance
- Be certain to follow HN laws if they are stricter than military regulations

(2) Hazardous Materials Officer

The CSSD should include a person assigned and trained as a hazardous materials (HAZMAT) officer. This officer, in concert with the establishing authority's safety or medical personnel, should plan for any HAZMAT contingencies that may arise. Solutions to problems related to HAZMAT and its disposal, though interim in nature, should realistically accommodate regulations of the HN. If HN or international agencies cannot provide prompt action to safeguard the health of U.S. forces and the general public health, assistance should be requested via the chain of command. Refer to safety standards in the OPNAVINST 5100.12 series, *Safety Precautions for Forces Afloat*. When convened, the medical planning group promulgates safety precautions and conducts safety training for the personnel executing regeneration.

11006. MPF Equipment and Supplies

a. Custody

In accordance with MCO P3000.17, *Maritime Prepositioning Force Plans and Policy Manual*, MAGTF commanders are accountable for MPE/S assigned to them and for providing funds to pay for losses or damages. TM4790-14/2, *Logistics Supply for MPF*, also contains useful custody guidance. The following guidelines pertain to maintaining proper custody of MPE/S:

- Unit commanders are accountable for MPF equipment assigned to their units
- Equipment inducted into the intermediate maintenance cycle remains the responsibility of assigned using units
- CSSD accounts for items on MDSS II, including MPE/S transferred or left behind for Army or Air Force use
- MPE/S signed for by subordinate commands must be accounted for prior to redeployment
- Prior to turn-in, a complete LTI and inventory of all MPE/S must be conducted.

b. Sourcing/Attainment and Readiness

The success of locating sources of supplies and equipment and the level of attainment readiness depends on work accomplished by the attainment planning group at the main planning conference. Considerations/actions for optimal sourcing and attainment readiness include, but are not limited to—

- MPF reaching the desired operational capability as defined by the supported CINC.
- The PO measuring the attainment to be reached on all MPSRONs as they plan for the MMC.
- HQMC promulgating logistics guidance for redeployment.
- COMMARCORLOGBASES directing handling of pre-staged war reserve stocks.
- Issuing instructions by COMMARFOR(AOR) for use of Defense Reutilization and Marketing Office (DRMO) facilities as an alternate source.
- The redeployment of operating forces unit MPE/S per the PO.

Attainment responsibilities are listed in MCO P3000.17, *Maritime Prepositioning Force Plans and Policy Manual*. COMMARCORLOGBASES is the executive agent for attainment sourcing priorities.

c. Loading Criteria

Following the operation, there will normally be an abundance of leftover supplies and equipment. Due to space and weight limitations, MPS(s)/MPSRONs cannot accommodate all requirements. The following list of priorities will help determine which equipment and supplies should be loaded on the MPS:

- Items essential to conduct combat operations within the first 30 days
- Items difficult to move by air, such as tanks and assault amphibious vehicles (AAV's)
- Material with a short shelf life (less than 18 months) or requiring special handling such as HAZMATs
- NSE equipment should also be considered for loading on MPS
- Critical low density (CLD) items should **not** be loaded on MPS during regeneration

d. Execution

Equipment and supplies designated for an MPS shall be loaded by a Navy cargo handling and port group (NAVCHAPGRU) (or other designated organization) and individual MPS crews per the ship's loading plan. NAVCHAPGRU will coordinate with members of the CSSD to ensure proper load distribution, weight, and movement calculations.

e. Hazardous Materials

Care must be taken when loading hazardous cargo. Provisions put forth in the Department of Transportation's Hazardous Materials Regulations (HMR) and exemptions granted in accordance with Naval Surface Warfare Center (NAVSWC) Dahlgren TR 91-630, *ESQD Arcs for Maritime Prepositioning Ships*, should be reviewed carefully. Any exemptions granted provide relief only from the requirement of the HMR specifically cited; all other requirements must be met. MPS masters will normally have the HMR and applicable exemptions available for review.

f. Maintenance

The equipment preparation requirements in this paragraph are essential because there is no certainty that an MPS will complete its MMC prior to another commitment. To ensure maximum operational readiness, maintenance and regeneration will be accomplished (to the maximum extent possible) in the AOR. The TAAT will provide assistance with maintenance planning and execution, as required. Based on the results of the unit commander's LTI, the following minimum maintenance should be performed on all equipment prior to loading.

- Change fluids
- Replace all filters
- Check batteries and replace if necessary
- Replace water coolant with 50/50 antifreeze mixtures
- Fuel vehicles to 3/4 of a tank or 110 gallons, whichever comes first, and add biocide as required

Additional maintenance requirements will depend on the condition of the equipment coming back from the field and the results of the LTIs. The using unit for the equipment will accomplish the following:

- Complete a thorough LTI
- Document corrective maintenance required
- Complete order forms for repair parts
- Complete washdown and steam clean as required
- Satisfy USDA and customs inspections

g. Selective Interchange

Selective interchange to support mission accomplishment is one of many options for maintaining equipment readiness. Due to the adverse effect on MPF readiness and increased costs, selective interchange should be regarded as the last alternative. Authority to approve selective interchange should be at the MARFOR level. Commanders must consider the long range impact and operational consequences, and balance these against their immediate supply requirements prior to forwarding such requests.

h. Navy Support Element

Regeneration of the NSE should be accomplished by its own members with assistance from COMNAVFOR(AOR) and in cooperation with COMMARFOR(AOR). Timing for NSE regeneration is critical in the sense that backload of the MPS will not normally be possible until regeneration of the MAGTF is complete. Planning and execution of this portion of the regeneration must be accomplished as early as possible. NSE equipment should be embarked according to the load plan. Lighterage repair may require the capability to dry-dock or lift craft from the water to accomplish structural and mechanical repairs in order to bring lighterage to a mission ready status.

i. Aviation Ground Support Equipment

Regeneration of the AGSE will be accomplished by a combined Marine-civilian contractor field team, with a Marine officer assigned as the team's officer in charge. Depending on the objective and guidance provided, the team may have the capability to regenerate all AGSE in the AOR. The only task not normally within the capability of a fully outfitted field team is equipment calibration.

11007. Containers

Containers become tempting objects for other uses beside transportation and storage. Consequently, MPS container shortages could exist during regeneration. To ensure availability, COMMARCORLOGBASES has been assigned

ownership and accountability of all MPF containers. Following arrival and assembly, all containers will be staged in a secure area, or (at the discretion of COMMARFOR) staged on available MPS(s).

NOTE: Containers staged on an MPS may not be available when needed if the MPS is operating in the common user pool.

a. Alternate Uses

Staged containers may be used for alternate purposes on approval of COMMARCORLOGBASES; however, strict accountability of all containers should be maintained. Appropriate consideration must be given to maintaining the material condition of containers designated for alternate uses.

b. Container Distribution and Loading

Containers should be loaded per the approved load plan with the assistance of TAAT and NAVCHAPGRU. Ensure that containers required at the earliest stages of the arrival and assembly phase of the operation are readily accessible when needed.

11008. Security

a. Responsibility

COMMARFOR(AOR) is responsible for security during regeneration. NAVFOR is responsible for internal security of living quarters, workspaces, staging areas, and loading area. Assigning additional security responsibilities to them may detract from efficient regeneration functioning.

b. Security Support

Simultaneous requirements for security at numerous locations (aerial point of embarkation (APOE), a seaport of embarkation (SPOE), washdown sites, and staging areas) will exceed the capabilities of naval personnel and necessitate coordination with external agencies. Security forces, other than internal security forces defined in the regeneration T/O, will be provided from all available sources as directed by COMMARFOR(AOR). External security support may be provided by the—

- U.S. Army
- Multinational forces
- HNS
- Other NAVFOR

c. Security Planning

Security for the regeneration phase of the operation should be assured prior to finalizing the MAGTF's retrograde plan. The transfer of responsibility for security should be explained in the operations plan/order.

d. Security Considerations

Considerations for security are based on current intelligence. All plans, force assignments, and turnovers should be completed prior to moving equipment and supplies to a staging area. Major considerations include—

- Anti-terrorist measures
- Shipboard internal security

- Security at the APOE
- Security at the SPOE
- Security at the staging area
- Security at remote sites

11009. Morale and Welfare

The majority of regeneration in the AOR will take place at the conclusion of the operation. Morale will quickly become a major issue once the transition from the fast pace of the operation to the relatively slow pace of regeneration occurs. Early identification and notification of the personnel required to conduct the regeneration is essential.

11010. Washdown Procedures

This section provides information related to washdown and inspection procedures. Prior to backload, all MPE/S must be washed, pass customs (if the off-load occurred outside of the U.S.), and agricultural inspections. This requires a substantial amount of planning, personnel, and coordination. Coordination and liaison may be required between services, agencies, units, and the HN. The regeneration process can become very difficult if the washdown and inspections are not properly planned for or properly executed.

a. Tasks

Tasks associated with washdowns include—

- COMMARFOR: Develop a comprehensive plan for the washdown operation using guidance given below
 - Provide a certification in writing listing equipment and supplies by storage areas (not exposed to contamination) which will **not** be included in the washdown operation
 - Negotiate HNS agreements for adequate fresh water washdown facilities at the desired washdown site
 - Designate the OIC
- Combat Service Support Detachment
 - Execute washdown operations and provide technical advice
 - Follow inspection and cleaning procedures outlined in applicable orders such as COMNAVSURFLANTINST 3000.3A, *Landing Force Spaces and Material*
 - Ensure required washdown equipment and personnel are available
 - Provide support to the senior agricultural inspector as required
- MPSRON: Based on the ability of the ship's system to generate fresh water, provide water for the washdown. Only fresh water can be used for cleaning vehicles and supplies
- NAVFOR: Provide the inspection team consisting of one military entomologist and two preventive medicine technicians for an MPF MEU size washdown

b. Criteria for Selecting and Equipping a Washdown Site

(1) Location criteria

Hardstand: Hardstand is defined as a hard surface which, even when wet, will not allow soil to transfer to the tires of the clean vehicles. Areas where hardstand is absolutely essential are the areas associated with actual washing of vehicles, the areas awaiting backload, and all roads in between. The amount of hardstand needed will vary with the number of vehicles and the amount of time available. The following guidance specifies the minimum amount needed, using a six-vehicle capacity washrack assembly.

- The actual washdown area should have at least 40 meters on either end of the washrack assembly and 15 meters on either side.
- The mobile load cleaning and staging area should be at least 25 meters wide and 100 meters long.
- The size needed for clean vehicle staging depends on how soon the backload can begin. If the vehicle and cargo decks on board ship must be cleaned before backload can proceed; a staging area capable of holding about 250 vehicles (total includes prime movers and towed loads) will be needed. Care should be taken to ensure vehicles do not become recontaminated during backload.

Fresh Water Availability: Approximately 250,000 gallons are needed for a Marine Expeditionary Unit (MEU) size force with 300 wheeled vehicles (total includes prime movers and towed loads). Water pressure should be investigated to ensure that 2-1/2 inch fire hoses can be operated at a minimum recommended pressure of 90 psi.

Weather Conditions: Adverse weather conditions can delay or interrupt a washdown operation. A physician familiar with cold weather medicine should be consulted before a washdown is scheduled in areas where the effective temperature (including wind chill factors) might fall below 45 degrees Fahrenheit.

(2) Equipment Selection

The following equipment and selection criteria are considered most essential to the success and efficiency of a washdown operation. The design and number of washracks will largely determine the speed at which the washdown operation can be conducted. The number of washracks needed will depend on the amount of time available for washdown. The washdown operation proceeds at an average rate of one vehicle per individual washrack per hour of daylight.

If washracks are not available, they can be manufactured from steel "I" beams. Two "I" beams (20 to 25 feet in length with one end elevated 12 feet) should be spaced apart no more than 5 feet and no less than 4 1/2 feet, secured by 2 lateral braces to make one washrack. The beams should rest with the flanges at the sides to form a track for vehicle wheels. Each washrack must be capable of supporting a total load of 45,000 lb.

CAUTION

If washracks are manufactured locally, they must be weight tested and certified prior to use.

c. Inspections

The following inspections are required during regeneration operations:

- USDA post washdown inspection
- Customs inspection (usually concurrent with USDA inspection)
- U.S. Coast Guard hull certification inspection

d. Inspection and Cleaning Procedures for Washdown Operations

The cleaning and inspection program in-country does not prevent a USDA inspection upon return to CONUS; however, it does contribute significantly in minimizing delays at the port of entry. Adhere to guidelines set forth in applicable publications for inspections standards. The following washdown operating procedures apply:

- Conference: Conduct a backload/washdown conference for the COMNAVFOR, COMMARFOR, CSSD, COMPSRON's, and the USDA inspectors
- Training: Emphasize organization and training of washdown crews
- Vehicle Drivers/Assistant Drivers: Drivers/assistant drivers must remain with assigned vehicles/mobile loads throughout the washdown cycle
- Washdown Essential Equipment: Identify equipment required for washdown operations and plan to reembark it last
- Equipment and supplies that did not go ashore need to be staged in a non-contaminated area. Inspectors should check these areas during early stages of washdown operations
- Clean vehicles, equipment, and supplies exposed to contamination during landing events

Move contaminated vehicles (except tanks), equipment, and supplies to the washdown site. Stage containers and palletized supplies in a pest free area for cleaning. Vehicles proceed to a steam or washing station as determined by inspectors. Upon final inspection, reload material from mobile loads aboard clean vehicles and backload the clean vehicles and supplies.

(1) Vehicles

The following actions should be completed before the vehicle arrives at the washrack:

- Sweep and/or vacuum the vehicle cab and all storage and tool compartments
- Remove and clean the battery and battery box. Replace batteries as required
- Remove the outside dual wheels and spare tires and place them in the back for later cleaning at the washrack
- Remove all padlocks, seat cushions, detachable sideboards, canvas sides/tops, and any personal gear brought ashore and leave them at the mobile load staging area
- Hand-pick or sweep any grass or vegetation from the radiator
- Let down the sides of all trucks that have drop sides

(2) Washrack

At the washrack, hose vehicles down using high pressure (minimum 90 psi) fresh water or steam (steam may remove valuable protective coatings) paying particular attention to undercarriages, fender wells, bumpers, wheels, and recessed areas.

- Inspect each vehicle thoroughly
- With tracked vehicles, remove all soil from treads, around rubber cleats, in tread connectors, between and behind tread guides and roller supports, and all other spaces. Ensure treads are not recontaminated prior to backloading

(3) Supplies and Equipment

Clean containers and pallets including all boxes and equipment. If necessary, break pallet loads down. Padlocked boxes must be inspected. Personnel with keys should be available to preclude inspection slowdown; if they are not, locks must be forced open.

11011. Sample MPF Regeneration Letter of Instruction. See appendix I.

CHAPTER 12

MARITIME PREPOSITIONING FORCE MAINTENANCE CYCLE AND OPERATIONAL LOADING

12001. General

MPF Interoperability is the ability of a MAGTF organized from the forces of either U. S. Marine Corps Forces Atlantic or U. S. Marine Corps Forces Pacific to conduct MPF operations with any of the associated NSE's and ships from any of the three MPSRON's. Interoperability is achieved through commonality in MPF operational and logistics planning; ship load plans, documentation, and training; and through close association with NSE planners and MPSRON staffs.

The MPF Program Sponsor (CMC POE) is responsible for chairing the annual MPF Interoperability Conference. This Conference has the function of bringing all Navy and Marine Corps MPF program representatives together to discuss items of operational interest and review policy and procedures that have an overall affect on the MPF program.

The MPF Interoperability Conference is a sounding board for policy issues before they are forwarded to the Prepositioning Program Management Group (PPMG). The PPMG is a standing committee of flag officers that coordinates, resolves, or develops recommendations for the Chief of Naval Operations (CNO) and the Commandant of the Marine Corps (CMC). These recommendations guide decisions regarding all service-level policy and management matters affecting MPF.

12002. MPF Tailoring Process

The tailoring process begins when proposed changes to MPF MAGTF structure and/or capabilities result in desired changes in prepositioned equipment/supplies (MPE/S). The process ends with a decision and a coordinated plan to implement changes to the prepositioning objective (PO), usually accomplished through the MPF Maintenance Cycle (MMC) (30 month cycle). Specific procedures are located in NAVMC 2907, *MPF Prepositioning Objective*.

a. Goal

The goal of an MPF tailoring process is to provide the most operationally effective PO to support MPF MAGTF requirements, within the constraints of MPS capacities. Since the capacity to preposition all equipment and supplies for the MPF MAGTF is limited, embarkation analyses and potential tradeoffs in prepositioning must be examined before new assets are bought (or sources from existing stocks are used) for MPF. .

b. Lead Agencies for Initial Requirements Determination

The first step in the tailoring process is the identification of all equipment and supplies required to create the desired change to MPF MAGTF capabilities. The MPF Logistics Sponsor (CMC LPO) is responsible for chairing the MPF Tailoring Conference. The following commands and staff organizations are designated as the lead agencies for initial determination of prepositioning requirements:

CMC (L)
CG MCCDC
COMMARCORLOGBASES

Meals, Ready-to-Eat (MREs)
Principal End Items (PEIs)
Packaged Petroleum, Oils, and Lubricants
(POL) for Ground Equipment, Personal Demand
Items, Personal Equipment, Medical Supplies,
Repair Parts

12003. MPF Maintenance Cycle

a. Requirement

All Maritime Prepositioning Ships (MPSs) must be inspected every 30 months. On an alternating basis, an underwater hull inspection is conducted at the end of the first 30-month period, and dry-docking is required at the end of the second 30-month period. As a result of these requirements, Maritime Prepositioning Equipment/Supplies (MPE/S) must be off-loaded every 30 months. During these off-loads, all MPE/S will be tested, modified (if required), inventoried, calibrated, maintained, modernized, and shelf-life stocks will be rotated.

b. MPF Maintenance Cycle Sites

The majority of MPF Maintenance Cycle (MMC) activities are undertaken at Blount Island Command in Jacksonville, FL. Ammunition, both ground and aviation, are sent to the applicable weapons stations for inspection, rotation, and repacking. Bulk fuels are handled by the Defense Fuel Supply Center (DFSC) at locations determined by current stocks. Some ground equipment is shipped to MARCORLOGBASES in Albany, GA for rework (5th echelon maintenance). Hull certifications are performed at a port contracted by the ship's operating company. The bottom line is that MMC activities are conducted at numerous locations throughout the United States; however, the preponderance of the work and coordination is performed at Blount Island Command.

c. Key Coordination Commands and Activities

Many commands are involved in MMC operations. These operations can be joint, multi-service, or single service in nature. The goal of MMC is to ensure the operability of the MPS and the embarked MPE/S. The following three categories identify the numerous organizations that have an impact on MMC. Extensive coordination and communication between all interested parties is essential for successful operations at numerous sites.

(1) Supported Commands

- Geographic Unified Commanders
- Commander in Chief, Pacific Fleet (CINCPACFLT)
- Commander in Chief, Atlantic Fleet (CINCLANTFLT)
- Commander, U. S. Marine Corps Forces, Pacific (COMMARFORPAC)
- Commander, U. S. Marine Corps Forces, Atlantic (COMMARFORLANT)

(2) Supporting Commands

- Commander, Marine Corps Logistics Bases (COMMARCORLOGBASES)
- Commanding Officer, Blount Island Command (Executive Agent)

(3) Other Commands and Activities

- Chief of Naval Operations (CNO)

- Commandant of the Marine Corps (CMC)
 - Commander, Marine Corps Systems Command (COMMARCORSSYSCOM)
 - Commanding Generals, I, II and III Marine Expeditionary Force (MEF)
 - Commander, Naval Air Systems Command (COMNAVAIRSYSCOM)
 - Commander, Naval Facilities Engineering Command (COMNAVFACENGCOM)
 - Commander, Naval Safety Center (COMNAVSAFCEN)
 - Commander, Military Sealift Command (COMSC)
 - Commander, Maritime Prepositioning Ships Squadron (COMPSRON)
 - U.S. Coast Guard Captain of the Port, Marine Safety Office (MSO) Jacksonville, FL
 - Commander, Military Traffic Management Command Eastern Area (CMDRMTMCEA), Bayonne, NJ
 - Officer in Charge (OIC), Personnel Support Activity (PSA), Jacksonville, FL
 - Defense Fuel Supply Center (DFSC)
 - Commander, Explosive Ordnance Disposal Group Two (COMEODGRU TWO)
 - Commanding Officer, Naval Air Station (NAS), Jacksonville, FL
 - Commanding Officer, Healthcare Support Office, Jacksonville, FL
 - Commander, Naval Beach Group (NAVBEACHGRU)
 - Commanding Officer, Navy Cargo Handling and Port Group (NAVCHAPGRU)

12004. MPE/S Continuum

The MPE/S continuum consists of four phases (see figures 12-1 and 12-2).

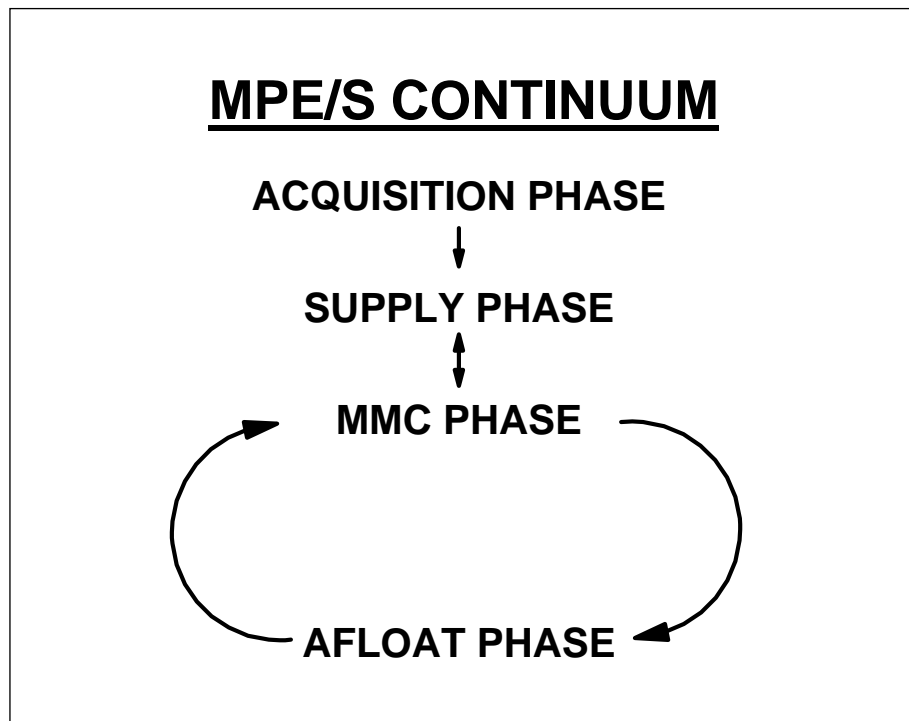


Figure 12-1. MPE/S Continuum

a. Acquisition Phase

Activities conducted during the acquisition phase are programming and budgeting, procurement, delivery of end items, and issuing initial provisioning packages. This phase is normally 12 to 60 months in duration, depending on the procurement lead times for certain items. Changes in equipment are initiated through a Letter of Adoption and Procurement (LAP) or a User's Logistics Support Summary (ULSS). Once the requirement has been reviewed by the Operating Forces (i.e., MARFORs, MEFs, and their Major Subordinate Commands (MSCs)), the force structure quantity is validated by Marine Corps Combat Development Command (MCCDC) and loaded to the Logistics Management Information System (LMIS) under the H, I, and J series equipment lists (E/Ls) by Headquarters, Marine Corps. There are some key questions to be asked prior to an item being acquired.

For example, is this item going to be placed on MPS? Look at the E/L or Table of Equipment (T/E series). If the first letter of the number starts with H, I or J, it is being proposed for inclusion into the prepositioning objective and NAVMC 2907 (MPF Prepositioning Objective).

Is this a new item? If so, does anything need to be dropped from the E/L? If yes, what has to come off the MPS or E/L to accommodate this new item due to square foot, cubic foot, and net explosive weight (NEW) limitations?

Is this a replacement item? If so, is there an increased requirement for stowage space? When is the item to be fielded? Is the item going to be fielded prior to the conduct of the MMC?

These are only a small sample of questions that need to challenge each LAP and ULSS process. These proposed prepositioning quantities are still subject to review by the MPF tailoring system (refer to NAVMC 2907 for the procedure).

b. Supply Phase

The supply phase begins immediately after the delivery of end items and supplies is made to a specific Government activity. These items are entered into the various automated systems to manage maintenance, embarkation, and accounting actions. Inventory activities (which manage shelf life expiration dates) are undertaken in this phase also; stock rotation is one aspect taken into consideration. Shelf life items with a code of “M” or “6” or greater are the only items acceptable. These codes provide a shelf life of 24 months, which meets the 18-month shelf life requirement after the time of sail. Those items with a shelf life of less than 18 months are not loaded and must be part of the fly-in echelon (FIE). Some examples of these shelf life items are SL-3 tool kit components, batteries, and some packaged petroleum, oils and lubricants (POL). This phase takes 6 to 18 months, and is conducted concurrently with MMC activities and prior to the commencement of the afloat phase.

c. MPF Maintenance Cycle Phase

The MMC phase takes approximately 18 months, which includes the MEF's planning efforts. The actual ship off-load and backload takes approximately 2 months. During the MMC phase, the applicable MEF provides commander's guidance, desired capability sets, Major Subordinate Command (MSC) breakout, and MPF MEU equipment list (E/L) to BICmd, and assigns a Readiness Acceptance Check (RAC) and Liaison Teams to BICmd. BICmd prepares the MPS load plans and other planning related documents. This phase is completed once the MPS returns from dry-dock or hull recertification and embarkation of the revitalized stocks is completed.

NOTE: The MPF MEU E/L is also called the MEU slice, since it is a subset or a smaller portion of the MPF MAGTF E/L.

d. Afloat Phase

The afloat phase begins at the completion of the ship's backload. Scheduled and non-scheduled shipboard maintenance is conducted by the maintenance contractor. MEF level exercises are periodically conducted in support of the Joint Staff's and unified commanders' MPF training plans. These exercises provide opportunities to adjust the load plans and embark MPE/S not attained during the MMC phase.

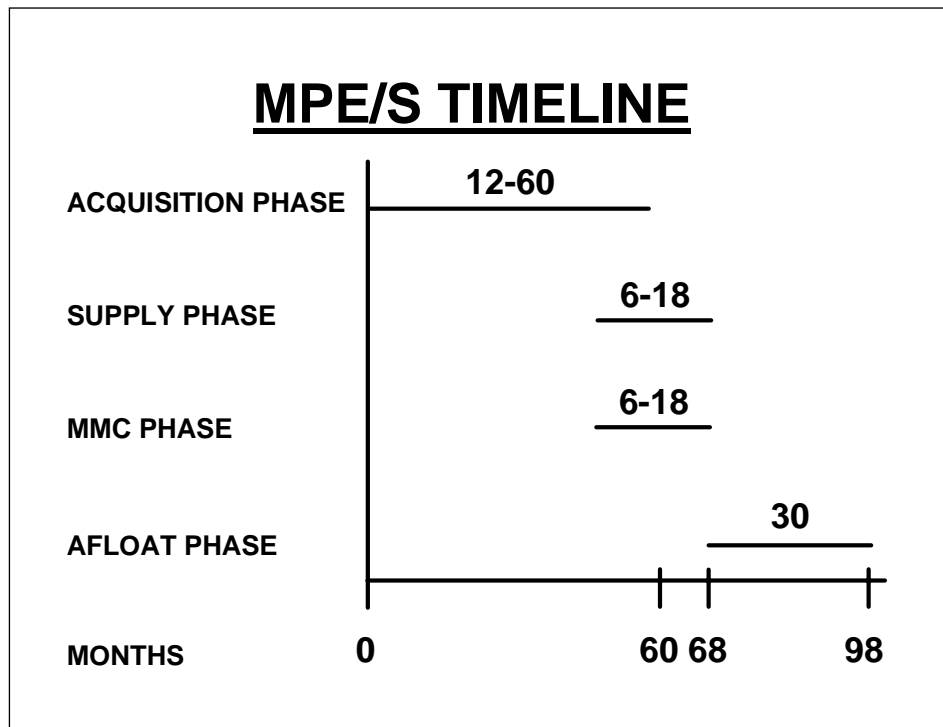


Figure 12-2. MPE/S Timeline

12005. MMC Planning Documents

Based on individual MEF guidance, Blount Island Command prepares the following plans.

a. Squadron (MPSRON) Spread Load Plan (by Ship)

The squadron spread load plan ensures the principal end items (PEIs) are embarked according to the MEF Commander's guidance and in conformance with Marine Corps policy.

b. Major Subordinate Command Breakout Plan

The major subordinate command (MSC) breakdown plan assigns the PEIs to a specific MSC (i.e., GCE, ACE, etc.). This breakout complies with the quantities listed in NAVMC 2907 *MPF Prepositioning Objective*.

c. Capability Set Plan

The capability set plan lists the containers that are required for initial off-load capability and habitability of the Advance Party and the beginning of the main body to assist in initial command and control (C2) functions and throughput operations. These sets are normally located on the weather decks for rapid access in a contingency. The MEF and MSCs must develop detailed set plans for containerization. These sets must be completely self-contained.

d. Container Plan

The container plan identifies the container mix assigned to each MPS. This plan includes all containerized cargo, capability sets, and dangerous material.

e. Mobile Load Plan

The mobile load plan identifies the mobile MPE/S loaded on vehicles and trailers. This plan also must ensure MSC and (preferably) unit integrity. The mobile load will, to the greatest extent possible, be assigned to the MSC that the PEI belongs to. While exceptions to this policy are unavoidable, they must be kept to a minimum and identified.

f. Square Load Plan

The square load plan identifies all rolling stock and break bulk (MPSRON-2) items, plus any deck-loaded containers. The primary tools for this plan are the MAGTF deployment support system (MDSS) II and the computer-aided embarkation management system (CAEMS). These systems function to provide a database and two dimensional deck diagrams. Close coordination between the MEF, MSCs, and Blount Island Command is required to eliminate any potential problems.

g. Association Plan

The association plan identifies equipment mounted on major end items. For example, the plan identifies the winch on the D7G dozer or the applique armor for the AAVs.

h. Weapons or Armory Plan

For the weapons or armory plan, the weapons are only associated with major vehicles and are not in a ground configuration. For example, the plan may include the M2 .50 caliber machine gun for the M1A1 tank.

i. Battery Plan

The battery plan shows the breakout by ship of the battery core block listed in NAVMC 2907.

j. Ammunition (Class V) Plan

The ammunition (Class V) plan is coordinated by the Marine Corps forces, Marine Corps Systems Command, and Naval Air Systems Command.

k. Petroleum, Oils and Lubricants (Class III) Plan

The petroleum, oils, and lubricants (Class III) plan shows the breakout by ship of the packaged POL block listed in NAVMC 2907.

l. Meals Ready to Eat (Class I) Plan

The meals, ready to eat plan shows the quantity of MREs to be loaded on each MPS.

m. Repair Part (Class IX) Plan

Repair parts are only prepositioned on the primary and alternate flagships. This plan supports prepositioned and FIE assets.

n. SL-3 TAMCN Plan

The SL-3 TAMCN plan identifies the SL-3 using unit responsibility item or component for each TAMCN.

12006. End of Ship and End of Squadron MMC Reports

At the end of each ship's cycle, all data concerning the load out of that vessel (MPS) is turned over to the RAC and Liaison team's officer in charge. This information is forwarded to the MEFs for dissemination to the MSCs. Reports are maintained by Blount Island Command, MARFORPAC/LANT, all three MEFs, and their MSCs. The reports are:

- Unit equipment (Class II), packaged POL (Class III), engineer (Class IV), equipment (Class VII) and medical (Class VIII) attainment report: This report identifies any deficiencies from the prepositioning objective that may be included in the FIE
- Calibration report
- SL-3 Shortage Report (for sets, kits, and chests): Starting with MMC-6, there will be an SL-3 shortage report for PEIs
- Theater Army Medical Management and Information System (TAMMIS) report: TAMMIS provides data pertaining to Medical (Class VIII) supplies. TAMMIS replaces the MEDLOGS system and does not interface with MDSS II. TAMMIS will be replaced in the future by Defense Medical Logistics Support System (DMLSS) which will interface with the Transportation Coordinator's Automated Information for Movement System (TC-AIMS)
- Repair parts and secondary reparables (SECREPs) (Class IX) attainment report: This report is for primary and alternate flagships only
- MAGTF Deployment Support System (MDSS) II Data: This data is needed to determine FIE requirements
- Computer-aided embarkation management system (CAEMS) data: This system can produce loaded deck diagrams for analysis during contingency planning
- Navy support element attainment report
- Aviation ground support equipment report
- Modifications and publications report

12007. Readiness Acceptance Check

Each supported MEF commander will be afforded the opportunity to conduct checks on MPE/S. A readiness acceptance check (RAC) team will operate in coordination with the quality assurance (QA) effort to ensure that the time-constrained maintenance cycle is not impaired. The RAC may include continuous surveillance of processes, data, contractor performance tests, and material readiness checks.

a. Command Relationships

The RAC team is operationally controlled (OPCON) by the MEF Commander and is administratively controlled (ADCON) by Blount Island Command.

b. Surveillance

The primary mission of the RAC team is to provide quality assurance (QA) and inspection for MPE/S aboard the MPS. It is not possible to inspect 100 percent of over 80,000 different supply line items and all items with a shelf life or expiration date. However, the surveillance plan for supplies should measure a representative sample to

ensure quality standards are being met. All PEIs will be inspected. Since many items are not certified as being embarkation ready until late in the maintenance cycle, the best time to conduct inspections is when the equipment is being processed. The maintenance material readiness test (MRT) may be conducted prior to Blount Island Command's quality assurance check. The MRT determines whether the PEI is combat ready. Inventory MRTs should be conducted when containers are stuff, items are packaged, or repair parts are placed on location ready to be containerized. Once a container or box has been sealed, weighed, and marked, the assets are certified as embark ready and cannot be reopened. MRT discrepancies will be recorded on the quality inspection report (QIR) form sent to the QA inspector. At no time will the RAC team conduct maintenance on the MPE/S without specific permission from Blount Island Command. Noninterference with the MCMC is imperative in the 22- to 30-day MMC working period.

c. Readiness Acceptance Check Letter of Instruction

Each MEF publishes a readiness acceptance check (RAC) letter of instruction (LOI). The RAC LOI covers operations, administration, and logistics of the RAC team. This LOI encompasses the composition and staffing of the RAC team, TAD order writing authority, leave and liberty procedures, disbursing support, casualty reports, postal instructions, clothing and equipment, legal administration, individual responsibilities, and other matter the MEF Commander deems necessary.

d. Operational Planning

The MMC is a maintenance and supply regeneration and embarkation operation, focusing on the combat readiness of the MPE/S. An MEF Commander's guidance along with plans generated by Blount Island Command and approved by the MEF Commander accomplish this operation. The execution of those plans are the responsibility of Blount Island Command as inspected and approved by the RAC team. Operational planning requires extensive attention to detail to ensure a successful MMC.

e. Training

Pre-deployment training of the RAC team is essential since the availability of time after arrival at Blount Island Command is minimal. This training will encompass MRTs, commodity desktop procedures, QIRs, review of current Marine Corps directives as they relate to the MMC and RAC operations, and forms employed by Blount Island Command's quality assurance personnel.

f. Responsibilities

The following are the general responsibilities of RAC team members during the MMC:

- Determine the last publications review conducted by MCMC personnel on publications utilized in the maintenance effort. This is required to ensure the current publications status and applicability
- Review the current calibration control records on MPE/S to verify that the tools required for calibration are in fact being sent out for calibration
- Ensure that each of the RAC team commodity areas are provided the most current modifications instructions from their parent command prior to arrival at Blount Island Command
- Review all PEI record jackets for completeness prior to acceptance
- Review all applicable technical manuals, instructions (modification and technical), and safety alerts to ensure the publication is still current and being applied or adhered to as applicable
- Review the modification control records for all PEIs to ensure that the modifications that are required have been applied and recorded

- Review the Stock List-3s (SL-3s) utilized for SL-3 inventories to ensure that current publications are being utilized
- Ensure that equipment support records and associated forms are present and the current data is maintained
- Ensure that all MPE/S meet the minimum requirements set forth in the applicable orders and manuals, and that all records reflect this status
- Ensure that the embarkation plan approved by the MEF is executed. All changes to the embarkation plan will be brought to the attention of the OIC

Any changes to the prepositioning objective (PO) will be brought to the immediate attention of the OIC. Additionally, all changes to the PO must be approved by the CMC (Code LPO) and accompanied by a letter of approval. This authorization will be maintained in files and brought back to the MEF upon completion of the MMC.

12008. Marine Corps Policy on MPS Loading

The policy of the Marine Corps is to administratively load MPS vice combat loading. This is significantly different from embarking amphibious shipping which conducts forcible entry operations. The MPS are loaded to facilitate permissive arrival and assembly operations while remaining cognizant of potential threats (criminal acts, terrorism, through overt hostile action). This administrative loading must focus on a rapid off-load at a port facility or an instream location. The operational load planning must be flexible to accomplish either—depending on the situation where the MPSRON is to be off-loaded. This loading is subject to height and weight restrictions, and trim, stress, and stability considerations. However, there is a general pattern that has evolved in loading the vessels. This logical pattern is meant to facilitate the arrival and assembly operations in theater, particularly in an austere or expeditionary environment. This pattern of off-load has been found to be the most efficient, especially for force stand up and throughput. However, it is dependent upon the class of MPS. Each MPS has different operating characteristics and deck configurations which enhance or limit the abilities for MPF planners. Accordingly, the back loading of MPS during regeneration or the MPF Maintenance Cycle (MMC) should utilize the following criteria in developing load plans and assessing the operational impact during execution. The application of this criteria must be applied using military judgment and great discipline.

a. Landing Craft Mechanized-8 and Lighterage (Barge Ferries)

Landing craft mechanized-8 (LCM-8s) and the barge ferries are placed in the water on NAVY DAY (O-1). The LCM-8s act as safety boats prior to the lighterage being off-loaded and assembled in the water. Therefore, the off-load preparation party (OPP) must ensure the ship's operating systems (i.e., cranes) and lighterage are functional prior to NAVY DAY. The LCM-8s act as waterborne ambulances and passenger transfer vessels. The lighterage (causeway sections for the barge ferries) is essential for the ship-to-shore (STS) movement (i.e., sea transportation and throughput of MPE/S).

b. Lighter, Amphibious Resupply Cargo and Amphibious Assault Vehicles

On O-Day, the lighter, amphibious resupply cargo (LARCs) are first off the stern ramp. The LARCs act as safety vessels for the AAVs as they are splashed into the water and act as guide boats to the shore for an instream off-load. The early removal of the LARCs and AAVs on O-Day permits the USMC Debarkation Team to move equipment throughout the vessel for easy access and rapid off-load. The LARCs are important for beach salvage operations in the surf zone and can be used as a tow vehicle on the beach. This is important when the beach size is limited in width and depth.

c. Rough Terrain Container Handlers

The rough terrain container handlers (RTCHs) are critical to the handling of containers. Some of the first containers to be handled will be for the Navy support element (NSE) and capability/habitability sets. The RTCHs are the most critical throughput item in the E/L after the lighterage. Accordingly, the RTCHs are generally positioned in two general locations: (1) near the stern ramp so they are the next item after the LARCs and AAVs (for roll-on/roll-off (RORO) operations) and (2) under the best available hatch square after the lighterage is removed (for lift-on/lift-off (LOLO) operations). If three RTCHs are assigned a particular ship, one will be placed near the stern ramp with the remaining two RTCHs placed under the hatch square. During LOLO operations, this provides an immediate capability of two RTCHs. For RORO operations, three RTCHs can be made available through a discharge over the side and down the stern ramp. The number of containers during instream operations will be less than for a pierside off-load. Regardless of the number of RTCHs assigned per ship, the embarkation of each RTCH must support both LOLO and RORO operations, with emphasis toward an instream (LOLO) off-load. This policy ensures maximum flexible employment of this vital asset and is consistent with the amount of containers that can be transferred ashore.

d. Navy Support Element

The NSE is the recipient of MPE/S through two critical nodes in the overall throughput plan. These nodes are the beach (instream off-load) and port (pierside operation). These nodes must be operational very early in the operation. Beach and port operations are separated at the high water mark. The NSE is responsible for getting the MPE/S to the high water mark. The landing force support party (LFSP) is responsible for ground throughput. Therefore, the NSE's MPE/S must be readily accessible when embarking or back-loading the MPS. Otherwise, the NSE's throughput equipment must be part of the fly-in echelon, defeating the purpose of maritime prepositioning. That is why the entire NSE deploys to the arrival and assembly area in the survey, liaison, and reconnaissance party, off-load preparation party, and advance party prior to NAVY DAY (O-1). NSE force standup must occur within the first 24 to 48 hours of arrival and assembly operations. High priority PEIs for the NSE will be their D7G dozers, forklifts, floodlight sets, and capability sets. These NSE PEIs have "X" table of authorized materiel control numbers (TAMCNs) in NAVMC 2907. Therefore the utmost care must be assigned to the embarkation of the NSE's MPE/S to facilitate the debarkation, STS throughput, and beach and port operations. It should be noted that the first 3 PEI's that **MUST** be on the first barge ferry during instream off-loads are—

- NSE's 6K forklift to manipulate the 5 fingers on the barge ferry's beach end
- NSE's D7G Dozer to prepare the beach and push the barge ferry out to sea
- USMC's RTCH to handle the first series of barge ferries that transport the capability and habitability sets

e. Ground Transportation and Throughput Equipment

There are 49 different PEIs that provide ground transportation and throughput. The LFSP is responsible for all ground transportation and throughput. To ensure that the LFSP has sufficient tools in a resource-constrained environment, the LFSP has OPCON of all the "B" (Engineer) and "D" (Motor Transportation) TAMCNs. Once the off-load is almost complete, these 49 different TAMCNs will revert to the Major Subordinate Elements (MSEs) to which they are assigned (ground combat element, air combat element, etc.). Centralized management of these assets must be planned for, and the utilization of throughput matrices will assist MPF planners in determining the best location of each PEI. For example, critical ground nodes that may require significant earth moving are: roads, container operations terminal (COT) lot, ammunition supply points (ASPs), fuel farms, and water storage facilities.

f. Capability and Habitability Sets

Capability and habitability sets provide shelter and initial capabilities to the arrival and assembly organizations (NSE, Arrival and Assembly Operations Group (AAOG), Arrival and Assembly Operations Elements (AAOEs), LFSP, etc.).

g. MPF Marine Expeditionary Unit Equipment List

The MPF MEU is loaded on the primary and alternative flagship due to these ships' unique command, control, and communications (C3) capabilities. The whole MPF MEU does not take up a ship's entire embarkation space. There is sufficient stowage space for additional MPE/S. The intent is to load a notional MPF MEU onto each flagship (dependent on various embarkation factors) so that the MPF MEU can generally be off-loaded without having to remove MPE/S that is not in the MPF MEU E/L. This is not always possible due to height and weight restrictions, and trim, stress, and stability (TSS) considerations. During MPF operations (execution), the MAGTF commander may determine that he needs more or less equipment than was planned for. MPF is inherently flexible for providing the appropriate mix of equipment needed to support the MAGTF Commander's concept of operations. Regardless, MPF MEU ammunition containers will be loaded below the weather decks just beneath the capability and habitability sets.

h. Commander's Warfighting Priorities

The MEF Commander can shape the MPS load plans to support the development of initial capabilities prior to O+10. These capabilities can be articulated by specifying warfighting priorities (normally no more than five priorities). Examples are armored reconnaissance, fixed-wing attack, heavy armor, rotary-wing attack, and counter battery fires. The principal end items that support these priorities are the Light Armored Vehicle (LAV), F/A-18 Hornet or AV-8A Harrier, M1A1 tank, AH-1 Cobra, and the M198 howitzer.

For an MPF planner to translate these capabilities into reality, the embarkation team must consider ready access to numerous components during arrival and assembly operations. For example, a heavy armor capability requires, at a minimum, the following: M1A1 tanks, fuel trucks, 5-ton trucks to haul ammunition and supplies, 120mm and .50 caliber ammunition, M2 .50 caliber machine guns from the armory, radios, and the crew. The actual MPS may help or hinder the development of this capability. The AMSEA class ships allow rapid off-load of the majority of M1A1 tanks, whereas, the Waterman class ships limit the initial off-load of M1A1 tanks to the MPF MEU slice (4 tanks).

The key point is that all of the warfighting components must be accessible within the first few days. If Hornets and Cobras are in the top five warfighting priorities, then some of their aviation ordnance needs to be placed higher in the container stacks (subject to TSS and compatibility issues), and their Aviation Ground Support Equipment (AGSE) must be prioritized ahead of other AGSE. The planning warfighting priorities assist in achieving key capabilities that may be needed early in MAGTF operations and assist the AAOG and USMC Debarkation Officer in determining the critical path of MPE/S for off-load.

The MEF Commander selects these warfighting priorities based on his estimation of combat plans for current operational plans for major theater war (MTW) and concept plans for smaller scale contingencies (SSCs). During execution, the MAGTF Commander may select different warfighting priorities. These priorities provide focus to the exact mission at hand. A show of force or humanitarian assistance mission may require a different mix of MPF capabilities than combat. The MOOTW missions can utilize the flexible capabilities of MPF. However, those general MOOTW requirements are inherent in the throughput equipment, capability sets, and MREs. The MPS embarkation plans must support the worst case scenario rather than the most probable scenario. MOOTW requirements should not detract from the overall embarkation plan to support the concept for which the MPF MAGTF and MPF MEU were designed.

The remainder of the MPE/S is loaded to ensure the safe operation of the vessel. A detailed discussion is contained in a later paragraph on Trim, Stress, and Stability.

i. Critical Path Analysis During Execution Planning

During execution planning, operators and logisticians should color code MPS load plans based on the type of ship and MPS load plan colors. When Blount Island Command develops the MEF's entire MPS load plans, the following color scheme is used:

- MEU Slice - Black

- Navy - Blue
- Aviation - Magenta
- Non-MEU Slice items - Green
- Ammunition and hazardous material - red

Vehicles that contain hazardous material are also color coded red. For example, MAGTF warfighting priorities and off-load priorities are highlighted in yellow, and transportation and throughput items are coded turquoise. The critical path of the off-load equipment and containers can be determined by considering which best supports force stand up and by also considering when force capabilities dates may be predicted.

j. Assessing MPS Load Plans During MMC and Regeneration Planning

During MMC and regeneration planning, the color coding techniques can aide in assessing the MPS load plans and their substantial compliance with the MEF Commander's guidance.

12009. Operational Impact

a. MAGTF Operational Standup Time

Force standup is the number one issue facing MAGTF Commanders. The key consideration is identifying and providing select operational capabilities prior to the completion of arrival and assembly operations. This can be accomplished in the determination of a MAGTF Commander's warfighting priorities during execution planning. The force standup time can be improved by following the above loading criteria during MMC and regeneration. Rapid and responsible accountability and communications systems in the AAA must be linked with these criteria . MDSS II and ATLASS must be fully employed and supported by a communications architecture that possesses wireless transmission capabilities. This allows the AAOG, LFSP, and AAOEs to have full visibility of current arrival and assembly activities, locate critical bottlenecks, and forecast when key warfighting priorities will be operational.

b. Improving Force Closure Times

The principal means to improving force closure times is the adroit positioning or movement of the MPSRON prior to the deployment order. The secondary means to improve force closure is not only the marriage of sound embarkation load planning in concert with the MAGTF Commander's warfighting priorities during MMC operational planning but also the disciplined use of the time-phased force deployment data (TPFDD) requirements. This requires strong leadership and sound MPF planning skills. The arrival of forces in the TPFDD should coincide with the off-load of that capability into the AAOEs and equipment reception points (ERPs). An excess number of personnel in theater can create unnecessary burdens on the LFSP and AAOEs for transportation, billeting, and messing that detract from the primary role of throughput and force standup.

12010. Spread Load Concept

The general rule of MPS embarkation is that no more than one-third of a principal end item is loaded on a specific MPS. This is to ensure that if one MPS has a maintenance casualty or was damaged or destroyed by a hostile act, the MPF would have the sufficient warfighting capability to continue its mission. There are several exceptions to this general rule. For example, the MPF MEU E/L or MEU slice is loaded only on the primary and alternate flagships. This is done because these two vessels per squadron have the C3 capability for conducting MPF operations.

Another exception involves limited quantities of principal end items. Certain PEI have small quantities (at times no more than 1 or 2). Therefore, these items will be stowed in percentages exceeding 33 percent. Additionally, the

fleet hospital can only be broken up into two components. The core component (surgical suite) is essential to both components. Also, the expeditionary airfield (EAF) will be loaded on four of the five vessels. There is no operational imperative for rapid arrival and assembly of the EAF. The key to establishing it is the stabilization of the soil. This is performed by the Navy Mobile Construction Battalion (NMCB) and may take up to three weeks to perform. The NMCB supports the construction of the fleet hospital and the EAF. There are three NMCB modules spread that are planned to be embarked aboard three vessels: Core Module, Basic Module, and Heavy Module.

Finally, the Class IX block can only be economically stored on two ships. Accordingly, this block is divided between the primary and alternate flagships to support the MPF MEU and MPF MAGTF force modules.

12011. Trim, Stress, and Stability Considerations

Trim, stress, and stability (TSS) considerations are concerned about the proper movement of the ship on and through the water. The key is not to jeopardize the vessel while it is underway or at anchor. For example, in 1994 it was determined that the configuration of M1A1 tanks and bulk liquids was placing excessive stress on Frame 58 of the SS *Obregon*. To relieve this pressure, U.S. Atlantic Command, Headquarters Marine Corps, Chief of Naval Operations, Atlantic Fleet (CINCLANTFLT), MARFORLANT, and II MEF agreed with the Waterman Steamship Company's recommendation to remove 10,000 gallons of JP5 fuel from the vessel. This would ensure that the SS *Obregon* was safe to operate under all possible conditions. While underway and consuming bunker fuel, the ship managed the bulk liquids (JP5 fuel, bunkers, and water) and ballast around the vessel to maintain TSS.

TSS also involves several other concerns, such as lists, hogging, and sagging. A list is a tilt to port or starboard, and affects the operating characteristics of the ship. The movement of heavy vehicles such as AAVs or tanks can rapidly create a list for the MPS. During Operation Fiery Vigil in the Philippines, the movement of several tanks on "B" deck caused a 17-degree list to port on the Motor Vessel (MV) Lummus and an unsafe condition for OPP operations on "D" deck. Hogging is when the bow and the stern of the MPS are heavy, and the middle of the ship rides high in the water. Sagging is when the middle of the ship rides low in the water relative to the bow and the stern. Both hogging and sagging place excess stress on the structural members of the MPS and should be avoided whenever possible.

12012. Load Lines

a. Bunkering Plan

Every bunkering plan (ship's fuel) must comply in all respects with international load line treaties and the requirements of Marine insurance underwriters. Compliance with load line requirements is essential under penalty of having the ship declared unseaworthy. Another aspect of the demands for safety of life at sea is the underwriters' mandate that all ships carry a reserve supply of fuel (bunkers) with 25 percent more fuel than is required for the trip.

b. International Conventions

Rules were started in 1875 that require ships to bear markings on their sides showing the depth to which they could be loaded safely in various areas of the world and seasons of the year. These rules became international conventions. The world is divided into zones designated as tropical, seasonal tropical, summer, and seasonal winter. There is a further allowance for the buoyancy of fresh and salt water. These markings are determined in order to give greater free board to vessels facing increased hazards of the sea as the seasons change. American ship owners were placed under the obligations of the International Load Line Convention of 1930 when Congress ratified the agreement in 1931.

c. Classification

The actual load lines are determined by the classification societies when the ship designs are submitted for approval. Lloyds of London is one of several classification societies.

d. Enforcement

Enforcement of load line regulations has been assigned to the Coast Guard. Courts of law have held repeatedly that overloading a ship makes a ship unseaworthy. The owner is deprived of any legal protection for loss or damage sustained by an unseaworthy vessel. Marine underwriters have successfully resisted any claims for restitution of loss when a ship has been loaded deeper than the assigned marks. When a vessel crosses from one zone to another, the ship must be loaded so that when it crosses the line the vessel will meet the prescribed limits.

12013. Capability and Habitability Sets

Capability and habitability sets provide initial capability critical to arrival and assembly operations and force standup. These sets should support command and control (C2) and throughput operations. The sets are normally stored on the weather decks for early use. The NSE's hose reels are also co-located on the weather decks. Quantity changes may occur due to attainment or changes in the capability sets during the MMC.

a. LFSP Command and Control Capability Sets

LFSP command and control capability sets provide initial C2 assets for the LFSP during the reception of forces and MPE/S and directly supports the Beach Operations Group (BOG), Port Operations Group (POG), and Movement Control Center (MCC).

b. Food Services Capability Sets

Food services capability sets support 750 - 1,000 personnel. The maximum capability supports 4,000. For an MPF MAGTF, additional equipment will have to be off-loaded prior to the reception and feeding of over 18,000 Marines and Sailors.

c. Habitability Sets

Habitability sets provide basic protection from the elements. Each container has 15 general purpose tents and 30 camouflage screening systems.

d. Medical Capability Sets

Each medical capability set provides surgical and holding for a minimum of 20 casualties. The medical block is made up of AMALs 631, 632, 635, 636, 639, and 640.

e. Fuel Capability Sets

Each fuel capability set consists of containers holding four fuel systems. Each capability set is comprised of one amphibious assault fuel system (AAFS) (for the CSSE), one tactical airfield fuel dispensing system (TAFDS) (for the ACE), two helicopter expeditionary refueling systems (HERS) (for the ACE), and fourteen expedient refueling systems (ERS) (for the CSSE).

f. AAOE Capability Sets

AAOE capability sets assist the AAOEs in force standup and throughput operations. Each container holds tentage, radios, and other equipment necessary to establish a command post.

g. Electric Power Capability Sets

Electric power capability sets are comprised of 4 containers. Container #1 provides direct support electrical power (two 15KW and two 30KW generators). Containers #2 and #3 are general support base camp electrical power

generators (six 15KW, two 30KW, two 60KW, and one 100KW). Container #4 is for long-term humanitarian assistance and contains one 100KW generator.

h. Security Capability Sets

Security capability sets provide the ground combat element (GCE) commander with a capability to deter pilferage and terrorist activity. Each set has tentage, communications, and engineer assets.

i. Water Capability Sets

Each water capability set is centered on two reverse osmosis water purification units (ROWPUs) and four 20,000 gallon collapsible water storage tanks. The ROWPU is capable of generating 600 gallons of fresh water per hour and the total storage capacity per set is 80,000 gallons. Each container will be designated for the CSSE. Chemical support is required for ROWPU operations. The chemical is called Calcium Hypochloride (HTH) which must be included in the FIE due to its hazardous nature (HTH cannot be stored on the MPS). Nomenclature: 600 GPH RO CHEM PACK. NSN: 6850-01-423-1698. The quantity required for five days per ROWPU is 4.

j. Marine Wing Support Squadron Capability Sets

These three Marine wing support squadron capability sets provide force standup capability to the MWSSs.

k. Aircraft Squadron Command and Control Capability Sets

Twelve container sets have been established to provide the ACE commander with initial C2 capabilities during arrival and assembly operations. These sets may be critical for helicopter rebuild and early fixed-wing operations.

l. Marine Air Group Capability Sets

These two Marine air group capability sets provide for the early establishment of fixed-wing and rotary-wing MAG headquarters. These sets will be marked for the ACE. Two sets are necessary for MAG operations at separate airfields (one for fixed-wing operations and one for rotary-wing operations).

m. MAGTF Command Element Capability Sets

MAGTF command element capability sets provide the AAOG and MAGTF Commander with initial C2 capability. The SLRP is the nucleus for the AAOG, which later transitions to be the MAGTF command element. The AAOG functions as a critical C2 node during arrival and assembly operations.

n. Marine Wing Communications Squadron Capability Sets

These three Marine wing communications squadron capability containers assist the MWCS detachments in their force stand up. The principal end item is the Radio Set AN/GRC 193 with accessories.

o. Communications and Electronics Maintenance Capability Sets

Communications and electronics maintenance capability sets can be containerized or mobile-loaded depending on the MEF Commander's MMC planning guidance.

p. Navy Cargo Handling and Port Group Capability Sets

Each Navy cargo handling and port group capability set contains the slings and other materials necessary to conduct LOLO operations.

q. Naval Beach Group Capability Sets

Each Naval beach group capability set provides the necessary materials to function as an AAOE and provide camp support.

12014. Ammunition Load Planning Considerations

a. Compatibility

Different hazards must be segregated when loading ammunition. For example, white phosphorus must be segregated from high explosives. Often, general purpose cargo containers are stacked between and over these incompatible cargoes.

b. Fueled Principle End Items

Principle end items that require fuel can not be stored in the same space with ammunition. Fueled PEIs must be separated from ammunition by water-tight hatches and doors. For example, on AMSEA class ships, the number three hold can contain both rolling stock and containers. If ammunition containers were placed in hold three, this would have a severe operational impact on square foot stowage.

c. Weather Deck Stowage

Ammunition is not normally stored on the weather decks due to their susceptibility to the environment. Ammunition is stored in the environmentally controlled holds below the weather decks.

d. Deck Strength

Ammunition container storage is limited by weight to 45,000 pounds. When half-high containers were obtained to store ammunition, the normal 8'X8'X20' container space could now accommodate 90,000 pounds. However, the deck strength may not be able to sustain that amount of weight when stacked with 4 to 6 half-high containers for a space that accepted 2 to 3 regular 20-foot containers.

e. Trim, Stress, and Stability

For trim, stress, and stability considerations, ammunition is heavy and is therefore stored close to the bottom of the MPS.

f. MPF MEU Ammunition

The MPF MEU ammunition can be stored in eight containers. The container configurations of each class of ship determines the best method for ammunition storage. For Waterman class ships (SS *Obregon*), the eight containers are in one stack below the weather decks. For AMSEA Class ships (MV *Bobo*), the eight containers are located on Tier 8, Hold 2 (the first tier under the weather decks). Even though the storage method is different based on the class of ship, the eight ammunition containers can be pulled once the capability and habitability sets have been removed.

APPENDIX A

LIST OF ACRONYMS AND GLOSSARY

A.1 Acronym List

A.

AAA	arrival and assembly area
AABFS	amphibious assault bulk fuel system
AABWS	amphibious assault bulk water system
AACG	arrival airfield control group
AAFS	amphibious assault fuel system
AAOE	arrival and assembly operations element
AAOG	arrival and assembly operations group
AAV	assault amphibious vehicle
ACB	amphibious construction battalion
ACC	air combat command, air component commander; area coordination center
ACE	Aviation Combat Element
ACF	air contingency force
ACM	air contingency MAGTF
ACO	airfield coordination officer
AC/S	Assistant Chief of Staff
ACSA	aquisition cross-Service agreement
ACU	assault craft unit
ADAL	authorized dental allowance list
ADCON	administrative control
ADF	automatic direction finding
ADP	automated data processing
ADVON	advanced echelon
AE	assault echelon
AFOE	assault follow-on echelon
AGSE	aviation ground support equipment
AIS	automated information systems
ALD	aviation logistics department
ALE	airlift liaison element
AM-2	airfield matting
AMAL	authorized medical allowance list
AMC	air mobility command
AMEMB	American Embassy
AMSEA	American Overseas Marine Corporation
AOC	airlift operations center
AOG	airfield operation group
AOR	area of responsibility
APA	Army prepositioned afloat
APF	Army prepositioned force
APOD	aerial port of debarkation
APOE	aerial port of embarkation
ASE	aviation support equipment
ASL	aviation support and logistics
ASO	air security officer

ASOC
ASP
ASR
ATC
ATFIC
ATLASS
AUTODIN

air security operations center
ammunition supply point
airport surveillance radar
air traffic control
amphibious task force intelligence center
asset tracking for logistics and supply system
Automatic Digital Network

B.

BA
BBL
BICmd
BMU
BOG
BOSG
BPG
BPT
BSA

basic allowance
barrel (42 US gallons)
Blount Island Command
beachmaster unit
beach operations group
base operations support group
beach party group
beach party team
beach support area

C.

C2
C4I

C4ISR
CAEMS
CALM
CAP
CAS
CATF
CBRD
CE
CESE
CFR
CHAPGRU
CHF
CI
CIA
CINC
CINCLANTFLT
CINCPACFLT
CIS

CJCS
CJTF
CLD
CLF
CLZ
CMC
CMO
CMPF
CMR
CMS

command and control
command, control, communications, computers, and intelligence
C4I surveillance and reconnaissance
computer-aided embarkation management system
computer-assisted load manifest
crisis action planning
crisis action system
Commander, Amphibious Task Force
chemical, biological, radiological defense
command element (MAGTF)
civil engineering support equipment
Code of Federal Regulations
Navy cargo handling and port group
cargo handling force
counterintelligence
Central Intelligence Agency
Commander in Chief
Commander in Chief, Atlantic Fleet
Commander in Chief, Pacific Fleet
communications and information systems, common item support
Chairman of the Joint Chiefs of Staff
Commander, Joint Task Force
critical low-density
Commander, Landing Force
cushion landing zone
Commandant of the Marine Corps
civil-military operations
Commander, Maritime Prepositioning Force
consolidated memorandum receipt
communications security material system

CMT
CNSE
COA
COCOM
COI
COMINT
COMMARFOR
COMMARFORLANT
COMMARFORPAC
COMNAVAIRLANT
COMNAVAIRPAC
COMNAVFOR
COMNAVSURFLANT
COMNAVSURFPAC
COMPHIBGRU
COMPHIBRON
COMPSRON
COMSC
COMSEC
COMSURFWARDEVGRU
CONPLAN
CONUS
COT
COTP
CRAF
CRD
CSNP
CSP
CSS
CSSA
CSSD
CSSE

contract maintenance team
Commander, Navy Support Element
course of action
combatant command (command authority)
certificate of inspection
communications intelligence
Commander, Marine Forces
Commander, Marine Forces, Atlantic
Commander, Marine Forces, Pacific
Commander, Naval Air Force, Atlantic
Commander, Naval Air Force, Pacific
Commander, Naval Forces
Commander, Naval Surface Force, Atlantic
Commander, Naval Surface Force, Pacific
Commander, Amphibious Group
Commander, Amphibious Squadron
Commander, MPS Squadron
Commander, Military Sealift Command
communications security
 Commander, Surface Warfare Development Group
contingency plan
continental United States
container operations terminal
captain of the port
Civil Reserve Air Fleet
CINC's required delivery date
causeway section, non-powered
causeway section, powered, contingency support package
combat service support
combat service support area
combat service support detachment
combat service support element (MAGTF)

D.

DACG
DCD
DCO
DCU
DF
DIA
DOD
DODIC
DOS
DSN
DTR

departure airfield control group
data collection device
debark control officer
debark control unit
direction finding
Defence Intelligence Agency
Department of Defense
Department of Defense identification code
days of supply
Defense Switched Network
data trouble report

E.

EAD
EAF
EBFL
ECE
ECO
ECT

earliest arrival date
expeditionary airfield
extended boom forklift
executive coordination element
embarkation control office
embarkation control team

EDL	equipment density list
EEI	essential elements of information
E/L	equipment list
ELINT	electronics intelligence
EMCC	enroute movement control center
EOD	explosive ordnance disposal
ERP	equipment reception point
ESM	electronic warfare support measures; electronic surveillance measures
ESQD	explosive safety quantity distance

F.

FAD	force activity designator
FAST	fleet antiterrorism security team
FDP&E	force deployment planning and execution
FF	flight ferry
FH	fleet hospital
FIC	fleet intelligence center
FIE	fly-in echelon
FISP	fly-in support package
F/L	force list
FLIP	Flight Information Publication
FLTCINC	fleet commander in chief
FM	force module
FMCC	Force Movement Control Center
FMFLANT	Fleet Marine Force, Atlantic
FMFPAC	Fleet Marine Force, Pacific
FOB	forward operating base
FOS	follow-on sustainment
FPO	force protection officer
FPOC	Force Protection Operations Center
FSSG	force service support group (USMC)
FW	fixed-wing
FWD	forward

G.

GCCS	Global Command and Control System
GCE	ground combat element (MAGTF)
GDSS	Global Decision Support System
GI&S	geospatial information and services

H.

HAZMAT	hazardous material
HERO	hazards of electromagnetic radiation to ordnance
HERS	helicopter expeditionary refueling system
HET	heavy equipment transporter
HF	high frequency
HN	host nation
HNS	host-nation support
HNSA	ost-nation support agreement
HQMC	Headquarters, Marine Corps
HUMINT	human intelligence

I.

IA	implementing agreement
IBU	inshore boat unit
ICAO	International Civil Aviation Organization
IMA	intermediate maintenance activity
IMINT	imaginary intelligence
IMRL	individual material readiness list
INMARSAT	international maritime satellite
IPB	intelligence preparation of the battlespace
IR	intelligence requirements
ISA	inter-Service agreement
ISB	intermediate staging base
ISO	International Standards Organization
ISSA	inter-Service support agreement
ITV	in-transit visibility

J.

JCS	Joint Chiefs of Staff
JDC	joint deployment community
JDISS	Joint Deployable Intelligence Support System
JDS	Joint Deployment System
JFACC	joint force air component commander
JFAST	Joint Flow and Analysis System for Transportation
JFC	joint force commander
JFLCC	joint force land component commander
JFMCC	joint force maritime component commander
JI	joint inspection
JIC	Joint Intelligence Center
JISE	joint intelligence support element
JLOTS	joint logistics over-the-shore
JMC	joint movement center
JMCIS	Joint Maritime Command Information System
JOA	joint operations area
JOPES	Joint Operation Planning and Execution System
JPEC	Joint Planning and Execution Community
JPO	Joint Petroleum Office
JS	Joint Staff
JSCP	Joint Strategic Capabilities Plan
JTF	joint task force

K.

KC	refueling and cargo aircraft
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L.

LAAD	low altitude air defense
LAD	latest arrival date
LAN	local area network
LAP	letter of adoption and procurement

LARC	lighter, amphibious resupply cargo
LAV	light armored vehicle
LCM	landing craft, mechanized
LCO	lighterage control officer
LCT	lighterage control team
LFADS	Landing Force Asset Distribution System
LFSP	landing force support party
LMCC	logistics movement control center
LMIS	Logistics Management Information System
LOC	Line of Communications
LOD	line of departure
LOGAIS	Logistics Automated Information System
LOGCAP	logistics civilian augmentation program
LOGMARS	logistics applications of automated marking and reading symbols
LOI	Letter of Instruction
LO/LO	lift-on/lift-off
LORAN	long-range aid to navigation
LOTS	logistics over-the-shore
LP	listening post
LSO	landward security officer
LTI	limited technical inspection
LVS	Logistics Vehicle System (USMC)

M.

MACCS	Marine Air Command and Control System
MACG	Marine Air Control Group
MACS	Marine Air Control Squadron
MAG	Marine aircraft group
MAGTF	Marine air-ground task force
MAGTF II	Marine Air-Ground Task Force War Planning System II
MAGTF CE	MAGTF command element
MALS	Marine aviation logistics squadron
MARAD	Maritime Administration (National Defense Reserve Fleet)
MARCORLOGBASES	Marine Corps Logistics Bases
MARCORSYSCOM	Marine Corps Systems Command
MARDIV	Marine division
MARFOR	Marine Corps Forces
MARFORLANT	Marine Corps Forces, Atlantic
MARFORPAC	Marine Corps Forces, Pacific
MARS	Military Affiliate Radio System
MASINT	measurement and signature intelligence
MASS	Marine air support squadron
MAST	mobile ashore support terminal
MAW	Marine air wing
MCAS	Marine Corps Air Station
MCB	Marine Corps Base
MCBul	Marine Corps Bulletin
MCC	movement control center
MCCDC	Marine Corps Combat Development Command
MCM	mine countermeasures
MCMC	Marine Corps maintenance contractor
MCO	movement control officer
MDL	MAGTF Data Library

MDSS II	MAGTF Deployment Support System II
MDSU	mobile diving and salvage unit
MEDLOG	medical logistics (USAF AIS)
MEF	Marine expeditionary force
MEF (FWD)	Marine expeditionary force (forward)
MEP	mobile electric power
MEU	Marine expeditionary unit
MEU(SOC)	Marine expeditionary unit (special operations capable)
MF	mobile facility
MHE	materials handling equipment
MILOGS	Marine Integrated Logistics System
MIMMS	Marine Integrated Maintenance Management System
MIUWU	mobile inshore undersea warfare unit
MMC	MPF maintenance cycle
MMF	mobile maintenance facility
MMS	manpower management system
MLE	MAGTF liaison element
MOG	maximum (aircraft) on the ground
MOGAS	motor gasoline
MOLO	Marine off-load liaison officer
MOLT	MAGTF off-load liaison team
MOS	military occupational specialty; minimal operating strip
MOU	memorandum of understanding
MPA	maritime control aircraft
MPC	main planning conference
MPE/S	maritime prepositioned equipment and supplies
MPF	maritime prepositioning force
MPF(E)	maritime prepositioning force (enhancement)
MPS	maritime prepositioning ships
MPSRON	maritime prepositioning ships squadron
MRE	meal, ready to eat
MSC	Military Sealift Command; major subordinate command
MSE	major subordinate element
MSR	main supply route
MSSG	MEU service support group
MTACCS	Marine Corps Tactical Command and Control System
MTACS	Marine Tactical Air Control Squadron
MTMC	Military Traffic Management Command
MTW	major theater war
MV	motor vessel
MWCS	Marine Wing Communications Squadron
MWHS	Marine Wing Headquarters Squadron
MWSG	Marine Wing Support Group
MWSS	Marine Wing Support Squadron

N.

NALCOMIS	Naval Aviation Logistics Command Management Information System
NAVAIDS	navigational aids
NAVAIRSYSCOM	Naval Air Systems Command
NAVBEACHGRU	naval beach group
NAVCHAPGRU	Navy cargo handling and port group

NAVFACENGCOM
NAVFOR
NAVSPECWARCOM
NBC
NCA
NCB
NCF
NCHF
NCIS
NCR
NCW
NCWGRU
NEAT
NEW
NIMA
NIST
NMCB
NMIC
NMS
NRO
NSA
NSE
NTDS
NTF

Naval Facilities Engineering Command
Naval forces
Naval Special Warfare Command
nuclear, biological, and chemical
National Command Authorities
naval construction brigade
naval construction force
Navy cargo handling force
Naval Criminal Investigative Service
naval construction regiment
naval coastal warfare
naval coastal warfare group
naval embarked advisory team
net explosive weight
National Intelligence Mapping Agency
National Intelligence Support Team
naval mobile construction battalion
National Maritime Intelligence Center
National Military Strategy
National Reconnaissance Office
National Security Agency
Navy support element
Naval Tactical Data System
Naval task force

O.

OCE
OCO
OIC
OP
OPCON
OPLAN
OPNAV
OPORD
OPP
OPSEC
OTH

officer conducting the exercise
off-load control officer
officer in charge
observation posts
operational control
operation plan
Office of the Chief of Naval Operations
operation order
off-load preparation party
operational security
over the horizon

P.

PAR
PCO
PCS
PEI
PHIBCB
PHIBRON
PHIBGRU
PID
PIR
PO
POD
POE
POG
POL

precision approach radar
primary control officer
primary control ship
principle end item
amphibious construction battalion
amphibious squadron
amphibious group
plan identification number
priority intelligence requirements
prepositioning objective
port of debarkation
port of embarkation
port operations group
petroleum, oil, and lubricants

PPE
PPMG
PSU
PWR
PWRM

personal protective equipment
prepositioning program management group
port security unit
prepositioned war reserve
prepositioned war reserve material

R.

RAC
RBE
RDD
ROE
RO/RO
ROS
RRDF
RRF
RSO&I
RSSC
RTCH
RW

readiness acceptance check
remain-behind equipment
required delivery date
rules of engagement
roll-on/roll-off
roll-on/roll-off discharge facility
Ready Reserve Force
reception, staging, onward movement, and integration
Radar-Sonar Surveillance Center
rough terrain container handler
rotary-wing

S.

SASSY
SATCOM
SCI
SDACC
SEAL
SIGINT
SINCGARS
SJA
SL-3
SLOC
SLRP
SLWT
SMO
SMU
SOA
SOFA
SOP
SOSG
SOW
SPMAGTF
SPOD
SPOE
SS
SSC
SSES
SSO
SSOC
STS
SUROB

Supported Activities Supply Systems
satellite communications
sensitive compartmental information
Self-Deploying Aircraft Control Center
sea-air-land team
signals intelligence
Single-channel Ground and Airborne Radio System
Staff Judge Advocate
stock list 3 (component listing)
sea line of communication
survey, liaison, and reconnaissance party
side loadable warping tug
strategic mobility office(r)
SASSY management unit
speed of advance
status-of-forces agreement
standard operating procedure
station operations support group
statement of work
special purpose MAGTF
seaport of debarkation
seaport of embarkation
steamship
smaller scale contingency
ship's signals exploitation space
seaward security officer
seaward security operations center
ship-to-shore
surf observation

T.

T/A	table of allowance
TAA	tactical assembly area
TACAN	tactical air navigation
TACC	tactical air command center
TACON	tactical control
TAFDS	tactical airfield fuel dispensing system
T-AH	hospital ship
T-AK	vehicle cargo ship (MPS)
TALCE	tanker airlift control element
TAMCN	table of authorized material control number
TAP	training allowance pool
TAV	total asset visibility
TAVB	aviation logistics support ship
TC-AIMS	Transportation Coordinator's Automated Information for Movement System
T/E	table of equipment
TERI	table of equipment ready to issue
TFE	transportation feasibility estimator
THREATCON	terrorist threat condition
T/M/S	type/model/series (aviation)
T/O	table of organization
TPFDD	time-phased force and deployment data
TYCOM	type commander

U.

UAA	unit assembly area
UHF	ultra high frequency
UIC	unit identification code
ULN	unit line number
UMCC	unit movement control center
USCINCTRANS	Commander in Chief, U.S. Transportation Command
USTRANSCOM	U.S. Transportation Command
UTC	unit type code

V.

V(A)	aviation ammunition
VBSS	visit, board, search, and seizure
VFR	visual flight rules
VHF	very high frequency
V(W)	ground ammunition

W.

WSPD	weapon system planning document
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A.2 Glossary

Advance Party: A task organization formed by the MAGTF Commander, which consists of personnel designated to form the nucleus of the arrival and assembly organizations. The primary tasks of the Advance Party are to arrange for the reception of the main body and MPSRON, and provide force protection to the beach, port, airfield, and unit assembly areas. At a minimum, the Advance Party is comprised of the LFSP (with personnel augments from the other MSEs), the entire NSE, and those Marine, Navy, and Coast Guard force protection units. The Advance Party should arrive in the AAA on O-4 to prepare for the MPSRON's arrival on O-2 and NSE's preparations on NAVY Day (O-1).

Advanced Echelon (ADVON): A team of AMC TALCE members deployed in advance of the main TALCE to coordinate AMC requirements at the arrival airfield. The ADVON may deploy equipment to establish communications with AMC command and control agencies and to establish the airlift operations center (AOC) prior to the main TALCE arrival.

Amphibious Assault Bulk Fuel System (AABFS): Ship system used to pump bulk POL ashore via buoyant hose line. Each ship loaded with bulk fuel carries two 5,000-foot, 6-inch fuel lines.

Amphibious Assault Bulk Water System (AABWS): Ship system used to pump potable water ashore via buoyant hose line. Each ship loaded with bulk water carries one 10,000-foot, 4-inch water line.

Arrival and Assembly Area (AAA): An area designated by the establishing authority, MAGTF Commander, and CMPF in coordination with the CINC and host nation for arrival, off-load, and assembly of forces and MPE/S, and preparation for subsequent operations. The AAA is administrative in nature and does not denote command of a geographic area. Such an area may be inside an AOA. With the AAA, the coordination authority is implied for the establishing authority for the prioritization and use of airfields (strategic and tactical), port facilities, beach amenities, transportation and distribution networks, air traffic control, and logistics support activities.

Arrival and Assembly Operations Element (AAOE): A C2 agency in each MAGTF element and the NSE that coordinates the logistics functions of the off-load of MPE/S and the arrival and assembly of forces.

Arrival and Assembly Operations Group (AAOG): An initial MAGTF C2 agency composed of personnel from the MAGTF and NSE to control the arrival and assembly operations.

Augmentation Operation: Augmentation operations are those in which the MAGTF Commander's immediate superior is a MEF, service component, functional component, or taskforce (naval, amphibious, etc.) commander.

Beach Party Team (BPT): The NSE component of the Beach Party Group responsible for controlling lighterage in the surf zone and conduct lighterage and other salvage.

Cargo Handling Force (CHF): An NSE element of the off-load control unit (OCU) consisting of U.S. Navy cargo handling force personnel assigned to the off-load preparation party (OPP) and debarkation team.

Combatant Command (command authority) (COCOM): Nontransferable command authority exercised only by commanders of combatant commands (excerpt from Joint Pub 1-02).

Contracting Officer's Representative (COR): An officer or civilian employee of the U.S. government assigned to each MPSRON. The COR works directly for the commander, MARCORLOGBASES, Albany, Georgia and supervises the efforts of the Marine Corps maintenance contractors (MCMC).

Debarkation Officer: The senior naval officer on each ship responsible to the OCO for the efficient off-load of that ship's MPE/S. The debark officer coordinates the navy cargo handling detachment, MAGTF debark team, ship's crew, and assigned lighterage control team.

Debarkation Team: A task organization comprised of a Navy cargo handling force and MAGTF personnel provided to the OCO for each ship of the MPSRON for debarkation. This team consists of cargo handling, maintenance, and vehicle equipment operators from the OPP and Advance Party. The debarkation team will be provided first priority billeting on the ship the team is assigned to off-load.

Direct Support: Direct support is a mission requiring a force to support another specific force and authorizing it to answer, directly, the supported force's request for assistance.

Flight Ferry (FF): The movement by self-deployment of the aircraft of the ACE to the AAA.

Fly-In Echelon (FIE): Airlifted forces and equipment of the MAGTF and NSE plus aircraft and personnel arriving in the flight ferry of the ACE.

Force Module (FM): A task organization that is tailored and time-phased to meet specific challenges of operational environments ranging from permissive (i.e., humanitarian assistance) to hostile (i.e., Major Theater War (MTW)) in any area of responsibility.

Force Movement Control Center (FMCC): An operating force's agency normally established in the headquarters of the deploying MAGTF's parent MEF that monitors, coordinates, controls, and adjusts as required, strategic movement of Marine forces and associated Navy forces within the joint deployment system.

Independent Operation: Independent operations are those in which the MAGTF Commander has dual responsibilities as the MARFOR (service component) Commander to a subordinate unified command, joint task force, or multinational force (i.e., NATO).

Landing Force Support Party (LFSP): The forward echelon of the CSSE formed to facilitate the transportation and throughput operations. In MPF operations, the LFSP is responsible to the MAGTF Commander for the reception of MPE/S and personnel at the beach, port, and arrival airfield, and movement control to the UAAs.

Lighterage Control Officer (LCO): The Navy officer or chief petty officer responsible to the off-load control officer for controlling lighterage assigned to that ship for off-load.

Logistics Movement Control Center (LMCC): LMCCs are organized from service support elements (or the supporting establishment) in the geographic proximity of the marshaling units. They are tasked by the FMCC to provide organic/commercial transportation, transportation scheduling, materials handling equipment, and all other logistics support required by parent commands during marshaling and embarkation.

Marine Air-Ground Task Force (MAGTF): The Marine Corps principal organization for all missions across the range of military operations, composed of forces task-organized under a single commander capable of responding rapidly to a contingency anywhere in the world. The types of forces in the MAGTF are functionally grouped into four core elements: a command element, an aviation combat element, a ground combat element, and a combat service support element. The four core elements are categories of forces, not formal commands. The basic structure of the Marine air-ground task force never varies, though the number, size, and type of Marine Corps units comprising each of its four elements will always be mission-dependent. The flexibility of the organizational structure allows for one or more subordinate MAGTFs, or other Service and/or foreign military forces to be assigned or attached (also called MAGTF). See also: aviation combat element; combat service support element; command element; ground combat element; Marine expeditionary force; Marine expeditionary force (Forward); Marine expeditionary unit; special purpose Marine air-ground task force; task force.

MAGTF Off-Load Liaison Team (MOLT): A task organization assigned to both the off-load preparation party (OPP) and off-load control unit (OCU) to assist in communicating the MAGTF Commander's warfighting and off-load priorities, and provide technical supervision direction on Marine Corps OPP and debarkation matters.

Marine Corps Maintenance Contractor (MCMC): Contracted civilian maintenance personnel embarked aboard MPS.

Marine Expeditionary Unit (MEU): A task organization that is normally built around a battalion landing team, reinforced helicopter squadron, and combat service support element. It fulfills routine forward afloat deployment requirements, and is capable of limited combat operations.

Marine Expeditionary Force (MEF): The Marine expeditionary force, the largest of the MAGTFs, is normally built around a division/wing team, but can include several divisions and aircraft wings, together with an appropriate combat service support organization. The MEF is capable of conducting a wide range of amphibious assault operations and sustained operations ashore. It can be tailored for a wide variety of combat missions in any geographic environment.

Maritime Prepositioned Equipment and Supplies(MPE/S): Unit equipment and sustaining supplies associated with a MAGTF and an NSE, which are deployed on maritime prepositioning ships.

Maritime Prepositioning Force (MPF): A task organization of a MAGTF and Navy element formed under the establishing authority for the purpose of introducing a MAGTF and associated MPE/S into a permissive AAA.

Maritime Prepositioning Force Augmentation Operation (MPFAO): An MPF operation that augments an existing operation.

Maritime Prepositioning Force Independent Operation (MPFIO): An MPF operation that does not augment an existing operation.

Maritime Prepositioning Force Operation (MPFOP): A rapid deployment and assembly of a MAGTF in a permissive area using a combination of strategic airlift and forward-deployed maritime prepositioning ships.

Maritime Prepositioning Ship (MPS): Civilian-crewed, military sealift command chartered ship(s) that are organized into three squadrons and are usually forward-deployed. These ships, as a squadron, are loaded with prepositioned equipment and 30 days of supplies to support up to an MPF MAGTF. An MPS is normally designated as a T-AKR.

Maritime Prepositioning Ship Squadron (MPSRON): A group of civilian-owned and civilian-crewed ships chartered by military sealift command loaded with prepositioned equipment and 30 days of supplies to support up to an MPF MAGTF.

Navy Support Element (NSE): The maritime prepositioning force element that is composed of naval beach group (NBG) staff and subordinate unit personnel, a detachment of Navy cargo handling force personnel, and other Navy components, as required. The NSE's three major components are the off-load control unit, beach support unit, and (when activated), a defense unit.

Navy Construction Force (NCF): When assigned to a MAGTF, the NCF's mission is to ensure sustainment of MAGTF operations by providing deliberate construction support. This includes major construction, repair to existing facilities, and other general engineering tasks. The NCF also supports the naval operating forces through the construction of Navy bases within or outside the amphibious objective area. NAVFAC P-315, *Naval Construction Forces Manual*, provides detailed information concerning NCF operations.

Navy Day: An MPF term designating the day "O-1" on which the NSE launches lighterage, assembles barge ferries, readies off-load systems, establishes voice and data communications, prepares cargo handling systems, and (if required) assembles the RRDF platforms.

O-Day (Off-Load Day): An MPF term designating the day the first MPS off-load begins.

Off-Load Control Officer (OCO): The Navy officer responsible to the NSE commander for the off-load of the MPS squadron, the STS movement, and the reception and control of lighterage on the beach.

Off-Load Preparation Party (OPP): A task organization of Navy and Marine maintenance, embarkation, and cargo handling personnel deployed to the MPSRON before or during its transit to the AAA to prepare the ship's off-load systems and embarked equipment for off-load.

Operational Control (OPCON): Transferable command authority that may be exercised by commanders at any echelon at or below the level of combatant command (excerpt from Joint Pub 1-02).

Principal End Items (PEIs): Those items of equipment necessary for the accomplishment of the MAGTF mission.

Ready Reserve Force (RRF): The RRF is composed of ships acquired by MARAD with Navy funding, and newer ships acquired by MARAD for the NDRF. Although part of the NDRF, RRF ships are maintained in a higher state of readiness and can be made available without mobilization of a Congressionally-declared state of emergency.

Reduced Operational Status (ROS): Applies to military sealift command ships withdrawn from full operational status (FOS) because of decreased operational requirements. A ship in ROS is crewed in accordance with shipboard maintenance and possible future operational requirements with the crew size predetermined contractually. The condition of readiness in terms of calendar days required to attain FOS is designated by the numeral following ROS (i.e., ROS-5).

Regeneration: MPF regeneration is the methodical approach to restore the MPSRON to its original strength or properties and to attain full operational capability. This process may involve restructuring the types and quantities of equipment and supplies carried on individual MPSs in a different configuration to that which existed prior to the off-load.

Remain-Behind Equipment (RBE): Unit equipment left by deploying forces at their bases when they deploy.

Supported Commander: The commander having primary responsibility for all aspects of a task assigned by the JSCP or other joint operation planning authority. In the context of joint operation planning, this term refers to the commander who prepares OPLANs or OPORDs in response to requirements of the CJCS.

Supporting Commander: A commander who provides augmentation forces or other support to a supported commander, or who develops a supporting plan. Includes the designated combatant commands and defense agencies as appropriate.

Survey, Liaison, and Reconnaissance Party (SLRP): A task organization led by the MAGTF which is introduced into the AAA prior to the arrival of the main body of the FIE. The SLRP is used to conduct initial reconnaissance, establish liaison with in-theater authorities, and initiate preparations for the arrival of the advance party, main body of the FIE and the MPSRON.

Tanker Airlift Control Element (TALCE): A composite organization of the USAF Air Mobility Command (AMC) tailored to support airlift operations. The TALCE provides command and control for AMC resources, off-load, and aircraft services, and serves as the focal point for all airlift activities at an operating location.

Technical Assistance and Advisory Team (TAAT): A team provided by COMMARCORLOGBASES to provide assistance during the off-load and regeneration of the MPS.

APPENDIX B

MARITIME PREPOSITIONING SHIPS SQUADRON CAPABILITIES AND CHARACTERISTICS

B.1 General

This appendix addresses the staff organization, characteristics, and capabilities of the maritime prepositioning ships squadron (MPSRON), including embarkation procedures, communications assets, and general ship characteristics. Information and ship characteristics are also provided for the TAVB and T-AH.

B.2 MPSRON Staff

The MPSRON staff is commanded by a U.S. Navy Captain who is responsible for exercising tactical control and providing logistic support to the MPS. The commander ensures that both ships and staff are maintained in an optimum state of operational readiness and are fully capable of responding to worldwide contingencies.

B.3 MPSRON Staff Composition

The nominal compositions of the three MPSRON staffs are listed below:

a. MPS Squadron One

The MPS Squadron One staff consists of 5 officers, 15 enlisted, and 2 civilians:

<u>Officers</u>	<u>Qty</u>
Squadron Commander (06)	1
Chief Staff Officer (04)	1
Engineering Officer (03)	1
Operations Officer (03)	1
Supply Officer (03)	1

<u>Enlisted</u>	<u>Qty</u>
Storekeeper (SK2)	1
Yeoman (YNC)	1
Radioman (RMC)	1
Radioman (RM1)	1
Radioman (RM2)	4
Radioman (RM3)	3
Electronics Technician (ET2)	2
Electronics Technician (ET3)	1
Gunner's Mate (GMC)	1

<u>Civilians</u>	<u>Qty</u>
Medical Services Officer	1
Purser	1

b. MPS Squadron Two

The MPS Squadron Two staff consists of 6 officers, 23 enlisted , and 3 civilians:

<u>Officers</u>	<u>Qty</u>
Squadron Commander (06)	1
Chief Staff Officer (04)	1
Engineering Officer (03)	1
Operations Officer (03)	1
Supply Officer (03)	1
Readiness Officer (03)	1

<u>Enlisted</u>	<u>Qty</u>
Machinist Mate (MMC)	1
Storekeeper (SKCS)	1
Yeoman (YNC)	1
Gunner's Mate (GMC)	1
Electrician's Mate (EM2)	1
Operations Specialist (OS1)	1
Personnelman (PN2)	1
Radioman (RMC)	1
Radioman (RM1)	1
Radioman (RM2)	3
Radioman (RM3)	8
Electronics Technician (ET2)	2
Electronics Technician (ET3)	1

<u>Civilians</u>	<u>Qty</u>
Medical Services Officer	2
Purser	1

c. MPS Squadron Three

The MPS Squadron Three staff consists of 5 officers, 14 enlisted , and 2 civilians:

<u>Officers</u>	<u>Qty</u>
Squadron Commander (06)	1
Chief Staff Officer (04)	1
Engineering Officer (03)	1
Operations Officer (03)	1
Supply Officer (03)	1

<u>Enlisted</u>	<u>Qty</u>
StoreKeeper (SK2)	1
Yeoman (YNC)	1
Radioman (RMC)	1
Radioman (RM2)	4
Radioman (RM3)	4
Electronics Technician (ET1)	1
Electronics Technician (ET2)	1
Electronics Technician (ET3)	1

<u>Civilians</u>	<u>Qty</u>
Medical Services Officer	1
Purser	1

B.4 Maritime Positioning Ship Communications Capabilities

a. Flagship Navy Systems

(NOTE 1)

<u>Nomenclature</u>	<u>Qty</u>
UHF SATCOM Transceiver (OE-82/WSC-3)	1
UHF SATCOM Multichannel Fleet Broadcast Receiver (SRR-1)	1
UHF Transceivers (LOS) (GRC-171)	2
VHF-FM Transceivers (URC-94)	2
HF Transmitters (URT-23)	2
HF Receivers (R-1051)	5
Navy Standard Teletype (NST)	7
VHF Bridge-to-Bridge Transceiver	1
MDU	1
HF SITOR	1

b. Non-Flagship Navy Systems

(NOTE 2)

<u>Nomenclature</u>	<u>Qty</u>
UHF Transceivers (LOS) (GRC-171)	2

c. Associated Crypto

<u>Nomenclature</u>	<u>Qty</u>
ANDVT SATCOM	1
ANDVT HF	1
KG-84	2
KWR-46	4
KY-58	4
KY-58 (NONFLAG) (NOTE 2)	2

d. All MPS Systems

<u>Nomenclature</u>	<u>Qty</u>
UHF INMARSAT (Satellite TTY/Voice)	1
VHF-FM Bridge-to-Bridge Transceivers	2
HF SITOR (TTY w/auto error correction)	1
HF Transmitter and Receiver (CW/SSB/TTY)	1
HF Radio Telephone Transceiver	1
MF Transmitter and Receiver (1 ea/battery-powered reserve)	2
Auto Alarm Keyer and Receiver	1

NOTE 1: Each MPSRON has an alternate flagship that is equipped with the same communication suite as the initial flagship, except for the crypto which is transferred when COMPSRON and staff shift ships.

NOTE 2: Each ship has the capability to operate Navy secure voice. Crypto is transferred as directed by COMPSRON.

NOTE 3: Communication capabilities are subject to change, as required.

B.5 Maritime Prepositioning Ship Squadron

a. General

Each of the 13 MPS have their own separate time charter. These charters are all very similar in the terms and conditions with the exception of differences with the MPS ship classes (e.g., contract speed, fuel consumption, deadweight carrying capacity). The three MPS operating companies are Maersk Line Ltd. (Maersk), Waterman Steamship Corp. (Waterman), and American Overseas Marine Corporation (AMSEA). The MPS operating companies each operate their respective class of MPS for MSC.

(1) MPSRON Ship Mix

The 13 MPS are divided into three MPSRONs that report to their respective COMPSRONs as follows: ("*" denotes flagship/alternate flagship with COMPSRON staff embarked and secure communication capabilities.)

- MPS-1/MPSRON ONE: Three Waterman Class (SS *Obregon**, *Pless*, and *Kocak*) and one Amsea Class (MV *Bobo**)
- MPS-2/MPSRON TWO: Five Maersk Class (MV *Hauge**, *Baugh*, *Bonnyman*, *Anderson*, and *Phillips**)
- MPS-3/MPSRON THREE: Four Amsea Class (MV *Lummus**, *Lopez*, *Williams*, and *Button**)

(2) MPS Maintenance

The MPS operating companies maintain the ships' systems, cargo, hull, propulsion, and navigation to U.S. Coast Guard and American Bureau of Shipping standards. Each operating company follows a preventative maintenance program of its own design, periodically testing cranes, ramps, hatches, elevators, etc., to ensure operability. This is monitored by the COMPSRON staff.

(3) U.S. Government Access

The whole reach of the ships' holds, decks and usual places of loading are at the Government's disposal. This is not the entire ship. The Government may request the ships' crews, to the extent permitted by their other duties and safety of each ship, to operate each ship's equipment in loading or discharging operations. These requests require pre-approval of the squadron commander as MSC's on-scene contracting officer's representative.

(a) Cargo Stowage

The Government has the right to use the ship's winches and other appropriate loading and discharging gear. Cargo is loaded, stowed, secured, and discharged by Government personnel under the master's supervision. The amount of cargo is at the discretion of the master (ship's stability, draft, and hull stress being prime considerations).

(b) Titles 10, 33, 46, and 49, U.S. Code

The MPS operating companies will operate the ships as directed by the Government in written or telegraphic order, including all voyage and cargo matters. Neither the Government nor an operating company may operate a ship in violation of any law of the United States. As commercial vessels, MPS are built and operated under Titles 10, 33, 46, and 49 of the U.S. Code. The USCG implements provisions of the law under those titles in the Code of Federal Regulations.

b. Naval Embarked Advisory Team Capabilities

The naval embarked advisory team (NEAT) will serve aboard civilian-manned ships. Using their portable equipment, they will provide tactical, maneuvering, amphibious, and other naval advice to ships' masters to permit a proper communications interface between merchant ships and the naval vessels with which they will serve. NEATs are envisioned to transit from CONUS or other locations with naval vessels providing protection. In essence, they serve as the operations department aboard a merchant ship, but they exercise no command or control aboard a civilian-manned ship. NEATs serve as advisors and facilitators for the master. NEATs were formed for three reasons: first, merchant ships would be essential to meet sealift capacity objectives because of the lack of active force assets; second, merchant ships (for the most part) had little or no familiarity with Navy tactics, doctrine, or plans; third, merchant ships were rarely able to communicate satisfactorily either electronically or visually with Navy ships.

(1) NEAT Organization

<u>Rate</u>	<u>Unit</u>	<u>Detachment</u>
Officer-In-Charge	1	0
Detachment OIC	4	1
Watch Officer	8	2
Radioman	12	3
Signalman	12	3
Electronics Technician	4	1
Total	41	10

(2) NEAT Detachment Radio Communication Equipment

<u>Nomenclature</u>	<u>Qty</u>
AN/URC-94 (V) HF/VHF	1
AN/ARC-184 (V)	1
HYX-58	1
Audio/Interface Switch Box	1
Standard tool box with technical manuals	1

(3) NEAT Detachment Visual Communication Equipment

<u>Nomenclature</u>	<u>Qty</u>
Sets of size 4 flags and pennants (65 per set)	2
12-inch Signal Lights	2
Sets of 7x50 power binoculars	2
Semaphore flags	4
Stadimeter	1
600 feet Halyard line, spool	1
Halyard blocks	8
Halyard snaps	24
Cruise box	1
Set "Big-eye" binoculars	1

B.6 MPSRON Embarkation Procedures

Personnel normally embarked on MPS consist of a ship's company, squadron staff, Marine Corps maintenance contractors (MCMC) personnel, and the USMC contracting officer's representative (COR). Additionally, personnel embarked on occasion include a USMC/USN surge and off-load preparation party (OPP) for exercises, contingency support, and/or training. In order for the MPF concept to be viable militarily, these organizations must work together in close coordination to ensure that the readiness of the ships and embarked cargo (equipment) is maintained at the highest levels and the readiness status is accurately reported to the CINC responsible for deployment of the squadron.

a. Ship Master's Authority

All government personnel onboard are subject to the authority of the ship's master and officers.

b. Surge Team Accommodation

The government has the right to assign a surge team of personnel for the purposes of discharging cargo. This team is in addition to the permanent military personnel assigned (squadron staff and MCMC personnel). To the extent that accommodations (berths) and life-saving equipment aboard ship permit, the Government has the right to assign additional personnel for training, observing operations, security, or other functions related to the performance of the charter/mission (see paragraph B.9 for specific berthing numbers).

(1) Additional Steward Support

The government assumes the responsibility for additional steward department services to support the surge team. The MPS operating companies assist by making kitchen, ship's steward's department services, and other facilities available at mutually convenient times. The OPP and debarkation team will provide personnel augmentation (e.g., cooks, messmen) to the steward department.

(2) Life-Saving Gear

The operating company is responsible for supplying sufficient life-saving gear for the surge team per all U.S. Coast Guard Regulations. The government must ensure that the number of personnel permanently embarked does not exceed the amount of life-saving equipment.

c. Request for Embarkation

In order for COMPSRON and the respective ship to fully support the embarked activity/command, advance notification of the desired dates and nature of the visit are required. All activities desiring to embark personnel on a squadron ship will request permission from the cognizant COMPSRON via message at least five working days in advance of the requested embarkation date. The embarkation message request must contain the following information:

- Embarking activity/command
- Requested ship(s)
- Embarkation date
- Debarkation date
- Purpose/nature of visit
- Number of officers (M/F)/Enlisted (M/F)
- Name of OIC/senior member

- Meal requirements (e.g., in excess of normal provisions such as box lunches, Midrats)
- Security clearance data
- Quantity and type of lighterage to be splashed
- Miscellaneous/amplifying information (e.g., crew involvement, gear to be unloaded, alternate dates)

d. Commander, MPS Squadron Response

The commander, MPS squadron (COMPSRON) will reply to an embarkation message and either grant or deny the request. If the request cannot be supported, alternate dates will be provided. Advanced notification will allow ship and COMPSRON staff sufficient time to plan and prepare for the visit. If embarkation is ordered by higher authority or emergent operational commitments preclude advance notification, the embarking activity or command will provide the information requested by any means and as soon as possible.

B.7 Aviation Logistics Support Ship

The primary aviation logistics support ship (TAVB) mission is to provide dedicated sealift for movement of a Marine aviation logistics squadron (MALS) to support the rapid deployment of fixed- and rotary-wing aircraft units. Both TAVBs (SS *Curtiss* TAVB 4 and SS *Wright* TAVB 3) are in ROS-5 status in CONUS layberths (*Curtiss*/Baltimore, MD and *Wright*/Port Hueneme, CA) on the east and west Coasts (respectively). When TAVBs are activated, they are under the operational control of MSC. TAVBs are crewed under an operating contract by the Maritime Administration (MARAD). TAVBs are activated to participate in annual exercises and deployments as required.

Specifically, the MALS supports a designated mix of aircraft included in a specific MAGTF ACE. The majority of facilities used by the MALS when ashore are packaged in 8'X8'X20'-foot containers designated as mobile maintenance facilities (MMFs) which are placed aboard the TAVB. The MMFs containing operational work centers and ready access supply stores are installed on the main and second decks in tiers of one or two. Access ladders and scaffolding provide routine access to the MMFs by MALS personnel. Other MMFs containing spare parts are stowed below the second deck. The TAVB administrative loadout is approximately 684 MMFs, while the working loadout is approximately 352 MMFs.

During transit to the objective area and until moved ashore, MALS personnel operate in the MMFs. An example of a MALS function is the repair of weapons repairable assemblies that are received onboard, repaired, and returned while the TAVB is within helicopter operating range. The secondary TAVB mission is to provide for resupply in a conventional container or RO/RO configuration. TAVB modifications have been configured to retain maximum cargo capacity in the resupply mode. For further details regarding TAVB operations and load planning, the *Aviation Logistics Support Ship (TAVB) Logistics Planning Manual* must be consulted.

Characteristics

Length:	601 Feet, 6 Inches	LBP:	560 Feet
Beam:	90 Feet	Potable Water Cap.	250,000 Gal
Draft:	29 Feet, 9 Inches	Displacement loaded:	23,800 Long Tons
Speed (max warranted):	22.0 Knots	Crew:	41
Propulsion/Fuel:	Steam/Bunker	Container Capacity:	300 MFS plus 52 Access
Helicopter Certification:	Level III Class 3	Aircraft (mast to plimsoll):	118 Feet

Airdraft (mast to keel):	152 Feet	Breakbulk:	1,146,000 Cubic Feet
Crane Lifting Capacity:	(2) 30 Ton Fwd (2) 30 Ton Cent (2) 30 Ton Aft (1) 70 Ton Aft	Sides Ports:	1 P/S
		Bunker Capacity:	3,200 Long Tons
Berthing:	25 Off/SNCO	300 Enlisted	
RO/RO Capacity:	33,300 Square Feet	Stern Ramp:	32 Feet W/62 Ton Capacity

B.8 Mercy Class Hospital Ship

A mercy class hospital ship (T-AH) is a floating surgical hospital with a mobile, flexible, rapid response capability to provide acute medical care during contingencies or operations. There are two T-AH ships, the USNS *Mercy* T-AH 19 (San Diego, CA) and the USNS *Comfort* T-AH 20 (Philadelphia, PA). The hospital ship will accomplish the following:

- Receive patients suffering from wounds, disease, or non-battle injury
- Provide on-site emergency and recuperative care to patients until they can be returned to duty or evacuated
- Provide all necessary personnel, services, and facilities required for support of the medical facility
- Operate a complete medical facility while at sea, day and night, with minimal maintenance and refueling

Characteristics

Length:	894	Beam:	105 Feet, 9 Inches
Draft:	32 Feet, 9 Inches	Displacement loaded:	69,360 Long Tons
Speed (Max warranted):	17.5 Knots	Endurance:	13,420 NM
Capacity:	50 bed casualty reception area 12 Medical operating rooms 280 bed intermediate care 20 bed recovery room 80 bed intensive care 120 berth light care 500 berth limited care	Helicopter Certification:	

The ships are maintained by a crew of 13 MSC mariners and 40 military personnel. The Bureau of Medicine and Surgery controls medical staffing. They are operated by 68 civil service mariners, 820 active and reserve medical personnel, 372 naval support personnel, and 15 military communicators.

B.9 Maritime Prepositioning Ship Characteristics

a. Maersk Class

Length:	755 Feet, 5 Inches	LBP:	705 Feet, 5 Inches
Beam:	90 Feet	Draft (max aft):	32 Feet, 10 Inches

Draft(Air/freeboard to highest point):	136 Feet at 23 Foot Draft	Displacement loaded:	46,086 Long Tons
Speed (max warranted):	16.4 Knots	Endurance (at max speed):	10,802 Nautical miles
Propulsion/Fuel:	(1) Slow speed/Diesel or DFM	Crew:	27 (NOTE 1)
Helicopter Certification:	Level II, Class 3	Container Capacity:	384 (33 refrigerated)
Breakbulk:	78,680 Cubic feet	JP-5 (98%):	17,128 Barrels
Mogas (98%):	3,865 Barrels (NOTE 2)	DF-2 (98%):	10,642 Barrels
Potable Water:	2,022 Barrels	Crane Lifting Capacity:	1 Twin 30 ton fwd 1 Twin 30 ton aft 1 Twin 30 ton Cntr
Stern Ramp Side Ports:	66/35 to Starboard 1 P/S	Lighterage:	2 LCM-8, 1 SLWT, 3CSP 5 CSNP, 2 Fuel hose reels 1 Water hose reel
Bunker Capacity:	14,257 Barrels		
Debark NSE/USMC Berthing:	88 Bunks (flagship) 94 Bunks (non-flagship)		

RO/RO Capacity: 121,595 square feet

NOTE 1: 27 flagship only, 25 in others.

NOTE 2: Flagship and alternate only.

b. Waterman Class

Length:	821 Feet	LBP:	766 Feet
Beam:	105 Feet, 6 Inches	Draft (max aft):	36 Feet, 6 Inches
Draft (Air/freeboard to highest point)	149 Feet at 21 Foot Draft	Displacement (loaded):	51,612 Long Tons
Engine Horsepower:	30,000 Brake Horsepower	Speed (Max warranted):	20 Knots
Endurance at max speed:	11,176 Nautical Miles	Propulsion/Fuel:	Steam Turbine/DFM
Crew:	29	Helicopter Certification:	Level II, Class 3 Level II, Class 4 Type I
Container Capacity:	532 (41 Refrigerated)	Breakbulk:	N/A
JP-5 (98%):	20,290 Barrels	Mogas (98%):	3,717 Barrels

Potable Water:	2,189 Barrels	DF-2 (98%):	12,355 Barrels
Crane Lifting Capacity:	1 Twin Fwd 50 ton 1 Twin Aft 35 Ton 1 Gantry Fwd 30 Ton	Bow Thruster:	12,500 Horsepower
		Stern Ramp Side Ports:	100/30 to P/S 1 P/S for Bunkers/Piers Not for RO/RO Operations
Lighterage:	2 LCM-8, 1 SLWT 4 CSP, 6 CSNP 2 CSNP (RRDF) 2 Fuel Hose Reels 1 Water Hose Reel	Bunker Capacity:	27, 445 Barrels
		Debark NSE/USMC Berthing:	2 Officers 1 CPO 99 Enlisted
Roll on/Roll off capacity:	152,236 square feet		

c. AMSEA Ship Class

Length Overall:	673 Feet, 2 Inches	LBP:	614 Feet, 7 Inches
Beam:	105 Feet, 6 Inches	Draft (max aft)	34 Feet, 6 Inches
Draft (Air/freeboard to highest point):	172 Feet, 4 Inches @25 Foot	Draft Displacement (loaded):	46,111 Long tons
Engine Horsepower:	26,400 Brake Horsepower	Speed (max warranted):	17.7 Knots
Endurance (at max speed):	11,107 nautical miles	Propulsion/Fuel:	(2) Med speed Diesel /DFM
Crew:	30	Helicopter Certification:	Level II, Class 3; Level II, Class 4, Type 1
Container Capacity:	578 (41 Refrigerated)	Breakbulk:	N/A
JP-5 (98%):	20,776 Barrels	Mogas (98%):	4,880 Barrels
Potable Water (100%):	2,357 Barrels	DF-2 (98%)	13,334 Barrels
Crane Lifting Capacity:	1 Single FWD 39 ton 1 Twin Cntr 39 ton 1 twin Aft 39 ton	Bow Thruster:	1,000 Horsepower
		Stern Ramp:	60/39 to P/S
Side Port:	N/A	Lighterage:	2 LCM-8 1 SLWT 4 CSP 6 CSNP 2 Fuel Hose Reels 1 Water Hose Reel
Bunker Capacity:	23,206 Barrels		
Debark NSE/USMC Berthing:	2 Officer 1 CPO 97 Enlisted		
Roll on/Roll off capacity:	152,185 square feet		

d. MPF(E) Ship Class

MPF Enhanced (E) Ship Characteristics:

Roll-On/Roll-Off (RORO) Storage Area:	125,000 Square Feet
Containers:	1000
OPP Berthing:	100
Helicopter Deck:	Yes
Lighterage Space:	8

APPENDIX C

READINESS FOR MPF OPERATIONS

C.1 General

Maritime prepositioned stores are maintained by civilian contract maintenance teams aboard the MPSRON. MPSs have dehumidified, temperature controlled storage and built-in maintenance shops and spaces. During ship recertification for inspection, MPE/S is off-loaded for testing, maintenance, modification, and rotation.

C.2 Material Readiness Responsibilities

a. Headquarters, Marine Corps

In coordination with OPNAV, Headquarters, Marine Corps (HQMC) exercises overall supervision of MPE/S readiness. The Commandant of the Marine Corps exercises these responsibilities through COMMARCORLOGBASES and operating forces commanders. Specific responsibilities include—

- Establishing policy for administration, control, and use of MPE/S
- Establishing and maintaining MPE/S equipment lists and affecting all required changes
- Providing a single point of contact for problem resolutions that require decisions at the Service or DOD level
- Establishing and conducting periodic inspections of embarked assets

b. MARCORLOGBASES

The Commander, MARCORLOGBASES, has primary responsibility for material readiness of MPE/S prior to an exercise or contingency. This includes administrative control, asset maintenance, and logistics support of MPE/S. Specific responsibilities include—

- Administering the maintenance contract for Navy (based on ISSA) and Marine Corps equipment aboard MPS. Civilian personnel, provided by the Marine Corps maintenance contractor, comprise the contract maintenance team (CMT). Control of the CMT is exercised through the COR, who works directly for COMMARCORLOGBASES. Each MPSRON has a COR embarked.
- Accountability for all prepositioned Marine Corps MPE/S, and custodial responsibility for all other embarked assets to include AGSE and (by ISSA) NSE equipment.
- Coordinating the replacement of unserviceable assets, stock rotation, addition of new items, or deletion of assets.
- Provisioning QA teams to ensure contract compliance.
- Coordinating equipment issue and return from MPF forces during exercises or operations.
- Assigning designated equipment and personnel to support off-load and onload during all scheduled maintenance, exercises, and ship recertification cycles. Requirement determination is established in conjunction with applicable force commanders.
- Ensuring applicable force commanders have ready access to the status of assets, that readiness reports are accurate and timely, and that supply and maintenance files are updated quarterly as equipment and/or MMC cycles occur.

c. MARFOR Commander

MARFOR Commanders monitor material readiness of maritime prepositioned stores through reports received from COMMARCORLOGBASES and through access to supply and maintenance files. Other responsibilities include—

- Ensuring CMC and COMMARCORLOGBASES are included in all plans that affect MPE/S.
- Establishing liaison with the COMMARCORLOGBASES to effect withdrawal of specified MPE/S as required.
- Reviewing applicable equipment lists for prepositioned stores and making recommendations for changes.
- Making recommendations for modernization of embarked assets.
- Assuming responsibility for withdrawn MPE/S and associated maintenance of assets while employed for exercises or operations.
- Performing required inspections prior to turnover, and accepting responsibility for designated MPE/S for use during training exercises or when a contingency plan is executed.
- Returning MPE/S to full combat-ready condition or providing funds to restore equipment to that condition after exercises or contingency operations.
- Providing readiness acceptance check (RAC) teams to periodically inspect MPE/S.
- Providing personnel and equipment to debark/embark MPE/S during periodic maintenance periods and RAC teams to assess equipment reloaded. In addition, MARFOR Commanders may provide augmentation for MCLB maintenance personnel on a "by exception" basis.

d. Shipboard Maintenance

MARCORLOGBASES is responsible for contract administration and coordination of shipboard maintenance activities. As such, MARCORLOGBASES has overall responsibility for quality control and quality assurance. Quality assurance is defined as the inspection and monitoring of the contractor's efforts by Albany. The quality control program is conducted aboard ship and it is the contractor's responsibility to ensure efforts meet the standards set forth. CMT's will have maintenance and supply skills in commodity areas for maintenance of ground equipment. With shipboard maintenance shops and spaces, complete tool kit test sets, and spare parts, CMT's are able to perform fourth echelon maintenance on most items of equipment. Space aboard ship may impose some limitations as will embark configuration, personnel skill deficiencies, and spare parts availability. CMT's will have a special operational stock of spare parts. Under normal conditions, Class IX embarked for contingency use will not be used. All supply support for CMT's will be through MARCORLOGBASES. When maintenance is required beyond the capabilities of CMT's, a decision will be made by COMMARCORLOGBASES on the disposition of the item. Other tasks assigned to CMT's include—

- Inventory and surveillance of equipment and supplies.
- Modification of equipment.
- Preventive maintenance.
- Exercise of equipment within space limitations.
- Maintenance of technical libraries.
- Maintenance of the applicable supply and maintenance data systems.

- Maintenance of applicable equipment manual record.
- Conducting joint LTIs prior to accepting the equipment back aboard the MPS.

e. Embarkation

The MPSRON is loaded to facilitate timely off-load, support some variation in troop lists, and provide an operational capability even when one ship is off station. Load reconfiguration during forward deployment is not feasible, and ships must be loaded at the outset for maximum operational flexibility within design limitations. The ship's master must approve load plans prior to embarkation. The commander responsible for embarkation will provide the ship's master with the weights of the vehicles, equipment, containers, fuel, and water being embarked, and the calculations for trim, stress, and stability using the format provided in the trim, stress, and stability pamphlets for each ship. Ship trim, stress, and stability must also be considered during off-load.

f. Maritime Prepositioned Equipment/Supplies Property Control Procedures

The key to rapid issue of unit equipment is a flexible, automated (if possible) issue control system. Lists of equipment are prepared for each unit and detachment responsible for maritime prepositioned equipment/supplies (MPE/S) in the objective area. To adjust equipment issue to the requirements of the objective area (e.g., cold weather, desert) and to variations in the deploying force list, CG MEFs maintain baseline issue lists predicated on the notional organizations for which the MPE/S is configured. The MEFs must ensure that all equipment and some containers are assigned to specific battalions and squadrons in MDSS II. These lists serve as a starting point for modification during execution, and are passed to the MAGTF commander on appointment. They are also used to—

- Identify equipment shortfalls. Additional equipment requirements must be transported in the FIE or separately with a follow-on force. The MDSS II query should be FIE=T/E-E/L.
- Reapportion materiel when a ship within the MPSRON is off-station. The issue control system may be manual or automated; however, an automated capability is standard. MDSS II was adopted for this purpose.

g. Marking of MPE/S

MPE/S are not tactically marked. Embarked materiel is marked only to facilitate location, marshalling, and embarkation for regeneration. Marking codes are established by, and coordinated between, MARFOR commanders.

C.3 Unit Readiness

a. General

Unit readiness encompasses those peacetime postures and preparations adopted to facilitate timely employment of forces. They include the assignment, rotation, and modification of unit deployment postures, development of appropriate SOP's, and conduct of individual/unit training and exercises to prepare forces for short notice expeditionary service. SOP's for MPF operations should be written at the Group and Regimental (O-6) level to the service component level (O-9/10).

b. Deployment Postures

The various deployment postures are defined by the Joint Chiefs of Staff. The Joint Strategic Capabilities Plan (JSCP) levies requirements on specified commanders for short notice deployment of certain force levels, and contains certain planning estimates of times needed to marshal MAGTF's for sea or air movement. The deployment guidelines are for general military capabilities; they do not orient towards any specific force or contingency until execution planning begins. The deployment postures are as follows:

(1) Normal Deployment Posture

A unit conducts normal activities while commanders monitor the situation and review plans. No visible overt action is taken to increase a deployment posture. Units not at a home station report their scheduled closure time and/or the time required to return to the home station if ordered to do so before a scheduled time and desired mode of transportation are available.

(2) Increased Deployment Posture

A unit is relieved from commitments that do not pertain to the mission, and personnel are recalled from training areas, liberty, and leave, as required, to meet the deployment schedule. Preparation for deployment of equipment and supplies is initiated, predeployment personnel actions completed, and essential equipment and supplies located in CONUS or overseas installations are identified.

(3) Advanced Deployment Posture

All essential personnel, mobility equipment, and accompanying supplies are checked, packed, rigged for deployment, and positioned with the unit at its home station. Movement requirements are confirmed; airlift, sealift, and intra-CONUS transportation resources identified; and initial movement plans completed by USCINCTrans.

(4) Marshalled Deployment Posture

The first increment of deploying personnel, mobility equipment, and accompanying supplies are marshalled at designated APOE's, but not loaded. Sufficient aircraft and/or sealift assets are positioned at, or en route to, the APOE to either load the first increment or to sustain a flow, as required by the plan or directive considered for execution. As required, adequate TALCE, stage crews, and support personnel to sustain the airlift flow at onload or en route locations are positioned.

(5) Loaded Deployment Posture

All first increment equipment and accompanying supplies are loaded aboard ships and prepared for departure to a designated objective area, and personnel are prepared to load on minimal notice. Follow-on increments of cargo/personnel are en route or available to meet projected ship load schedules. Sufficient lift is positioned and loaded at the POE to move the first increment or to initiate and sustain a flow, as required by the plan or directive considered for execution. As required, adequate supporting TALCEs, stage air crews, and support personnel to sustain the airlift flow at onload, en route, and off-load locations are positioned. Planning for the actual event, at all levels, takes time, and the executing force should receive alerts and warning orders on which to commence preparations for employment and deployment as soon as possible. Circumstances in a developing situation may retard the early issuance of warning orders to executing forces. The actual time available for planning and preparation may be greatly condensed. Regardless of how much time is available, planning must be continuous, concurrent, and eventually directed toward the particular circumstances associated with the actual scenario. The level of unit readiness and deployment posture of the executing force will influence the time required for planning and preparation.

c. Force Requirement Considerations

The specific force requirements cannot be accurately defined until execution planning for the actual event commences. While this complicates establishment of responsive deployment standards, there are several consistent factors that commanders should consider. For example, detachments from the MAGTF CE, CSSE, and NSE elements deploy first. The basic concept requires the early establishment of command and combat service support capabilities in the objective area to prepare for subsequent deployment of combat forces. The SLRP and OPP should deploy as soon as the international situation, national decision making process, and operations security requirements permit.

Closure of the MPSRON to the arrival port/beach is key to the deployment schedule of the advanced party and main body. The main body of the deploying force should arrive after closure of the MPSRON. Otherwise, time and

consumable supplies are wasted, the deploying force becomes a burden on the host nation and/or supported command, and sustaining support requirements interfere with throughput efforts.

Day-to-day airlift capability depends on a variety of factors that change from operation to operation. Unit readiness to deploy must be flexible to meet airlift availability.

The length of time necessary to deploy the MPF will vary with the situation. An inability to deploy the OPP to the MPSRON, or the SLRP in advance of MPS closure may extend arrival and assembly time. Off-load of ships across a beach will take longer than at pierside. While goals and estimates are established, actual closure time is situational.

d. Training and Exercises

Efficient execution of MPF operations requires exercise and training with the associated procedures. It is seldom possible, because of fiscal and airlift constraints, to exercise the entire process at one time. However, the process can be taught and exercised incrementally to develop the requisite individual and unit skills. Examples include—

- Individual training at service, fleet (e.g., Expeditionary Warfare Training Groups), and unit schools
 - Force deployment planning and execution courses for officers and staff noncommissioned officers
 - Air movement load planning
 - Depreservation training
 - FF planning
 - Embarkation and use of TAVB's for afloat aviation maintenance
- Unit training
 - Force deployment planning and execution courses and programmed texts
 - Departure/arrival airfield control group operations
 - Disassembly and assembly of rotary-wing aircraft to be airlifted to the objective areas
 - Preparation of RBE for turnover to parent organizations
 - Preparation of unit equipment and supplies for movement on airlift aircraft
 - AMC affiliation program training
 - NSE basic training
 - NSE intermediate training
- Exercises
 - Maritime prepositioned deployment planning exercises
 - Short notice alert, preparation, and marshalling exercises for alert units (STRATMOBEX)
 - SLRP/OPP deployment training
 - Off-load and MPE/S issue/recovery exercises for CSS elements

- Air movement exercises for operating forces and NSE units
- Port/beach operation exercises for landing support companies with associated NSE personnel. While actual ship off-load training is preferable, considerable training can be done without it.
- Arrival airfield control exercises for landing support companies in association with unit air movement training
- Departure airfield control exercises for landing support companies/supporting establishment personnel associated with unit air movement exercises

e. Standing Operating Procedures for Unit Readiness

Standing operating procedures (SOPs) serve to standardize recurrent endeavors and relieve the execution planning process of much implementation detail. SOPs are useful only if all participants possess and understand current editions. Numerous MPF operation aspects are expedited by promulgation of SOPs, many of which are also necessary for other requirements (e.g., embarkation, air movement). Unit readiness SOPs should outline responsibilities and procedures before and after receipt of an alert order. The SOP should provide information and direction for immediate subordinates, and spell out actions and responsibilities for the unit including attachments, elements, and individuals. An SOP should outline responsibilities during normal deployment posture and any increases in that posture that are directed before issuance of an alert order. The SOP should identify standby requirements as well as responsibilities and procedures for assigning and rotating those requirements. Each level of deployment posture should be interpreted in terms of leave and liberty restrictions, training and travel restrictions, and administrative preparation procedures. The guidance should include—

- Personnel standards for deployment (medical, inoculations, time remaining in service, sole surviving son restrictions, power of attorney, will, provisions for dependent support, nondeploying baggage, and amount and condition of individual equipment and clothing)
- Unit recall and alert responsibilities and procedures
- Unit equipment (including publications) to deploy
- Unit responsibilities and procedures for turn-in and disposition of remain-behind equipment in accordance with policies established by higher authority
- Unit responsibilities and procedures for turn-in and disposition of personal vehicles and possessions
- Unit responsibilities and procedures to prepare unit equipment for deployment. This includes boxing, palletizing, mobile-loading, marking vehicles for movement, disassembling equipment (e.g., helicopters), and updating embarkation data.
- Unit responsibilities and procedures for disposition of unclassified and classified records and files that are not required for deployment
- Unit responsibilities and procedures for providing assistance to families of deployed or deploying personnel
- Unit responsibilities for movement support
- Unit authorities and procedures for return of personnel assigned to temporary additional duty or the Fleet Assistance Program (FAP)
- Procedures for transfer or unit responsibilities for operating and supporting dining facilities

- Relationship between operating force and supporting establishment organizations for coordination and support, as established by higher authority
- Unit reporting responsibilities regarding deployment postures and changes thereto
- Unit responsibilities for operations security

f. On Receipt of an Alert Order

At the initial receipt of an alert order to commence execution planning, the unit SOP should provide guidance for those actions necessary to prepare for deployment. Additionally, unit commanders participate in concurrent and parallel planning regarding ultimate combat employment of the force and associated deployment considerations. Unit SOPs for those actions should make use of the checklists and progressive event flows (e.g., staff duty officer commences recall) to ensure coordination and attention to detail. Preparation for deployment will require the following efforts (including marshalling and movement to APOEs). Many of these steps will occur concurrently.

(1) Initial Alert, Assembly of Key Personnel, and Assessment

This includes commencement of recall and the assembly of the commander and staff to make an initial assessment of what is known about the developing requirements, what additional information is required, what must be done to prepare, and how much time is available. Based on this assessment, the commander provides guidance to the staff and subordinate commanders regarding division of work, priority of effort, and operations security.

(2) Assembly, Preparation, and Inspection of Deploying Personnel

This includes assembly and initial briefs for deploying personnel, administration of area-orientated inoculations, checking individual readiness for deployment (e.g., family support, power of attorney, will, ID tags/card, etc.), disposition of personal vehicles and possessions, preparation of individual equipment and seabags, issuing individual and team weapons and equipment, and disposition of nondeployable personnel and equipment.

(3) Preparation and Inspection of Equipment and Vehicles

Equipment and vehicles to deploy are brought to full operational capability and prepared for the objective area (environment) and transit. Unit equipment and supplies are palletized and vehicles are prepared for air shipment. Organizational remain-behind equipment and garrison property is inventoried and disposed of as provided by SOP. In addition, necessary maps, cryptographic software, and consumable supplies are acquired.

C.4 Readiness Reporting

a. Unit Readiness Reports

Units assigned to MPF duty will report unit readiness in accordance with normal SORTS procedures. Equipment readiness is based on the unit's normal T/E and will not consider MPE/S.

b. MPE/S Readiness Reporting

MARCORLOGBASES consolidates equipment readiness information from each MPSRON CMT and provides reports to the MARFORs. The MARFORs, or designated subordinate commanders, report SORTS data as directed. MPE/S are additive equipment and supplies, and do not count as either allowance items or PWR.

c. Remain-Behind Equipment

When the MPF MAGTF deploys with their FIE, the remain-behind equipment may round out the reserves T/E.

APPENDIX D

MPF CHECKLISTS

D.1 General

The following checklists are provided for the planning and execution phases of maritime prepositioning force (MPF) operations. The checklists provide general information, methodology, and tasks to be accomplished.

D.2 Contents

Tab A: Commander's Checklist

Tab B: MAGTF Deployment Checklist

Tab C: Navy MPF Checklist

Tab D: Host Nation Support Checklist

Tab E: Survey, Liaison, and Reconnaissance Party Checklist

Tab F: Off-Load Preparation Party Checklist

Tab G: Debarkation Team Off-Load Checklist

Tab H: Airfield Coordination Officer Arrival and Assembly Airfield Site Survey Checklist

Tab I: Beach and Port Operations Checklist

Tab J: MPF and the Operations Order

Tab K: Counterintelligence Survey/Checklist

APPENDIX D

TAB A

COMMANDER'S CHECKLIST

D.A.1 General

This appendix aids the commander in evaluating preparations and planning for MPF operations.

D.A.2 Automated Support Systems

- a. Does the organization have skilled operators for MAGTF II/LOGAIS?
- b. Has the MAGTF Deployment Support System II (MDSS II) database been updated, and does the database reflect the organization's prepositioning objective and fly-in echelon quantities?
- c. Can the staff use MAGTF II to receive and tailor automated taskings?
- d. Can the supply section use ATLASS to build consolidated memorandum receipts (CMRs) during arrival and assembly operations?
- e. Can the communications section support the transmission of MDSS II data in an expeditionary environment?
- f. What additional training is required to fully utilize these automated systems?

D.A.3 MPF Specific Training

- a. How many members of the organization's staff have received Joint MPF staff planning course training?
 - How recent was that MPF staff planning training?
 - When is the next MPF staff planning course offering?
- b. When did the service members of the survey, liaison, and reconnaissance party (SLRP), off-load preparation party (OPP), and debarkation teams receive formal training?
- c. Do these service members need initial, intermediate, or refresher training?
- d. Is there a schedule for MDSS II training?
 - Has the organization participated in recent MDSS II training exercises?
 - When is the next scheduled MDSS II training?
- e. How often does an orientation of a maritime prepositioning ship occur, and when is the next scheduled visit?
- f. What date is the next tour of Blount Island Command (BICmd) planned for? Which officers and senior NCOs need to visit BICmd?
- g. When is the next annual MPF exercise?

- What is the exercise's scope?
- What training benefit can be created?

D.A.4 Publications

Does the organization have the minimum publications and planning documents to conduct planning and operations?

a. MCBul 3501	MPF Force List (F/L)
b. FMFM 1-5	MPF Operations
c. OH 1-5-1	Tri-MEF MPF Standing Operating Procedure
d. OH 1-5-2	MPF Operations Checklists
e. OH 1-5-3	MPF Regeneration
f. NAVMC 2907	MPF Prepositioning Objective (PO)
g. FMFM 4-6	Movement of Units in Air Force Aircraft
h. AMCP 55-41	Civil Reserve Air Fleet (CRAF) Load Planning Guidance

D.A.5 MPF Initiating Directive

- Has the MPF initiating directive been released? In lieu of an initiating directive, is there a Warning or Alert Order?
- How much time does the organization have prior to deployment?
 - What is C-Day?
 - What is O-Day?
 - What day is today?
- What additional information does the organization need?
- Who is locating this additional information?
- Who is the decisionmaker for this additional information?
- When does the organization need to have a decision to continue the planning process, and commence force development and deployment preparations?
- Has the organization received the required immunizations for the specific deployment area?
- Has the organization received their force protection and antiterrorism brief?
- Has a cultural awareness brief been conducted?

D.A.6 MPF Basic Decisions

- a. What are the basic decisions in the initiating directive and their associated outcomes?
- b. What is the mission?
- c. What are the command relationships or arrangements?
- d. What is the basic concept for tactical operations ashore?
- e. What is the concept for arrival and assembly?
- f. What is the concept for marshalling and movement?
- g. What are the control measures?
- h. What are the special considerations (i.e., emergency defense of the MPF)?
- i. What security measures need to be enacted?

D.A.7 Operations Order or Employment Plan

- a. When is the organization supposed to be ready for employment?
- b. What warfighting capabilities must the organization provide?
- c. Is the organization one of the MAGTF commander's warfighting priorities?
- d. Has an Operations Order been published?
- e. What are the planning assumptions?
- f. What is the situation? Is there a threat assessment?
- g. What is the organization's mission?
- h. What are the command relationships?
- i. What are the warfighting priorities of the MAGTF commander (3 - 5 in total number)?
- j. Can the Navy Support Element (NSE) support the ship-to-shore movement?
- k. What is the force protection/antiterrorism concept? What are the service's force protection/antiterrorism policies?
- l. What is the organization's role in the operation as specified in the operations order?
- m. What reserve activation is required? Has the civil affairs (CA), cargo handling, naval beach group (NBG), naval embarked advisory team (NEAT) and naval coastal warfare (NCW) reserve detachments or personnel been activated?
- n. Are there maps of the deployment and employment areas?
- o. What is the impact of weather on MPF activities and employment operations?
- p. When will the Execute Order will be signed?

- q. When is the MAGTF to arrive in the tactical assembly areas (TAAs)?
- r. When does the chain of command anticipate employing the MAGTF (i.e., cross the line of departure, etc.).

D.A.8 Deployment Plan

- a. Will the deployment plan ensure the organization is efficiently conducting arrival and assembly operations and is ready for employment?
- b. Has the deployment order been signed and transmitted via message?
- c. Has the MAGTF deployment letter of instruction been published?
- d. What movement groups and echelons will the organization deploy with?
- e. Is the organization in the time-phased force deployment data (TPFDD) in the global command and control system (GCCS)?
- f. What is the latest arrival date (LAD) for the organization in the arrival and assembly area, and does this support the force stand up concept and warfighting priorities?
- g. Does the organization provide members for the survey, liaison, and reconnaissance party (SLRP) and off-load preparation party (OPP)?
- h. Has the SLRP officer in charge (OIC) been designated?
- i. Does the SLRP take a contracting officer (with cash) and a Civil Affairs team?
- j. Is the SLRP's communications suite adequate for the mission?
- k. What planning assumptions must be validated by the SLRP, and does the SLRP membership have the expertise to perform the validation task?
- l. Have the SLRP and OPP service members been battle-rostered?
- m. Do these service members on the SLRP and OPP have no-fee government passports?
- n. What specialized training have these SLRP and OPP service members received?
- o. Have the OPP OIC and assistant OIC been designated?
- p. Have the OPP service members received a safety brief?
 - Have the members toured a maritime prepositioning ship in the past year?
 - How recent was the shipboard safety brief?
 - What are the safety plans of the OPP?
 - Will the OPP receive a shipboard safety brief upon arrival on the maritime prepositioning ship?
- q. What is the track of the maritime prepositioning ship squadron (MPSRON)?
 - Where will the OPP meet the MPSRON?

- What coordination and transportation is required to ensure the OPP is embarked on the MPSRON?
- r. Does the organization provide members for the advance party?
- s. Does the advance party include the entire Navy support element (NSE) and the landing force support party?
- t. Are all the deployment agencies standing and prepared to deploy the force?
- u. Where is the organization's Unit Movement Control Center (UMCC)?
- v. When will the organization arrive at the UMCC and aerial port of debarkation (APOD)?
- w. Has the organization validated the equipment and supplies to be flown in?
- x. Has the organization checked with higher headquarters to verify equipment on the vessels are still assigned to the organization?
- y. Has the aviation combat element (ACE) flightferry (FF) plan been developed, coordinated, and approved?
- Have lead and trail maintenance aircraft been designated?
 - Has the aerial refueling plan been coordinated?

D.A.9 Arrival and Assembly Plan

- a. When will the organization be ready for employment?
- b. Is there a performance gap between unit assembly operations and movement to the tactical assembly operations area?
- c. What assets are required to complete force stand-up?
- d. Has the arrival and assembly plan been published?
- e. What is the MPF timeline? Has Navy Day (O-1) been planned for?
- f. Has the plan discussed terrain management in the AAA?
- g. Where are the port, beach, and airfield?
- Are there diagrams or overlays of these critical nodes?
 - Where are the ships' anchorages, berths, or roadsteads?
 - What is the ship-to-shore (STS) distance?
 - What sea state conditions will shut down off-load operations?
- h. Where is the unit assembly area (UAA) that the organization has been assigned to?
- i. Where is the arrival and assembly operations element (element command post) located in the UAA?
- j. Has the organization been assigned an equipment reception point (ERP)?

- k. Where is the tactical assembly area (TAA)?
- l. What are the restrictions in the AAA for movement, maneuver, and transportation?
- m. What are the MAGTF's off-load priorities?
 - When can partial combat capabilities be ready?
 - Does the deployment plan support these priorities?
- n. What is the transportation and throughput plan?
 - Does the organization provide surge drivers to the movement control center?
 - Does the LFSP control selected organizational equipment (i.e., motor transport and engineer)?
 - When will the LFSP release the equipment to the owning organization?
- o. Does the organization provide members for the debarkation teams?
- p. What special training have these debarkation team service members received?
- q. What host nation support (HNS) is available? How much does the HNS cost?
- r. Do the organization's representatives know what equipment and supplies they are to receive?
- s. Can the representatives explain which items are pending arrival—and project the date of their arrival?
- t. Will the communications architecture support global deployment?
 - Will the communications means in the AAA support arrival and assembly operations?
 - Can the communications means transmit MDSS II data throughout the AAA?

D.A.10 Sustainment Plan

- a. Is a sustainment plan required?
- b. Who is responsible for the sustainment plan?
- c. When do fresh fruits and vegetables arrive in the AAA?
- d. Is a hospital ship (T-AH) required?
 - When will the ship be activated?
 - How long for the ship to be staffed and loaded?
 - When will the ship arrive in theater?
- e. Is an aviation logistics support ship (T-AVB) required?
 - Has the Marine air wing requested the ship's activation?
 - What mode will the ship be configured in (i.e., working or administrative)?

- How long for the ship to be staffed and loaded?
- When will the ship arrive in theater?

f. Have war reserve withdrawal plans been activated?

g. Are additional follow on sustainment (FOS) ships required?

h. Does the sustainment plan account for the draw down during regeneration and redeployment operations?

i. What HNS is available, and how much does that HNS cost?

D.A.11 Regeneration Plan

a. Can the organization restore the equipment and supplies to a combat-ready status?

b. What resources are needed to ensure cost effective regeneration operations?

c. Did the SLR ascertain select regeneration sites?

d. Did the MAGTF staff begin conducting regeneration planning during arrival and assembly operations?

e. When is the regeneration main planning conference (MPC)?

f. Who are the participants of the regeneration MPC?

g. What policy decision concerning the regeneration site was made?

h. Where are the staging areas?

i. How much fresh water is required to conduct regeneration, and where are the washdown points?

j. Where are the key command and control sites?

k. Which movement routes have been selected, and what control and force protection measures have been planned for?

l. What are the inherent hazards, and what is the safety plan?

m. What HNS is available, and how much does the HNS cost?

n. Does the regeneration embarkation support efficient operational off-load for the next contingency or exercise?

o. What customs, hazardous material, and agricultural inspections are required?

D.A.12 Redeployment Plan

a. Does the redeployment plan support the regeneration plan?

b. When does the organization redeploy?

c. Where does the organization stage equipment and personnel for redeployment?

D.A.13 MPF Maintenance Cycle

- a. Does the planning, acquisition, attainment, and loading of maritime prepositioning ships during an MPF maintenance cycle (MMC) support the Marine expeditionary force (MEF) commander's warfighting mission, planned participation in major theater war and smaller scale contingencies, stipulated warfighting priorities, and MMC guidance?
- b. When is the next MMC?
- What are the specific dates?
 - When do the command's planning documents have to arrive at higher headquarters?
 - When does the organization's MMC submission need to be complete? (Reverse timeline)
- c. What is the MEF Commander's guidance?
- Have warfighting priorities been established to assist in embarkation and backload?
 - Have the ships been embarked to maximize arrival and assembly operations?
- d. Does the organization need a capability set?
- Has the capability set been identified in terms of type and quantity of equipment needed?
 - Has the operational impact for efficient arrival and assembly operations been articulated?
- e. Which vehicles contain the organization's mobile loads?
- f. Does the organization provide service members to the readiness acceptance check (RAC) team?
- How long is the deployment to Blount Island Command?
 - Does the service member receive predeployment training?
 - Has the RAC Team LOI been published?
- g. Has the senior command received the End of Ship and End of Squadron reports?
- h. Which equipment, tools, kits, and chests are the organization deficient of (i.e., the prepositioning objective was not met)?
- i. Does the organization receive the computer-aided embarkation management system (CAEMS) "as loaded" deck diagrams?
- j. Are all the principal end items calibrated and modified?

APPENDIX D

TAB B

MAGTF DEPLOYMENT CHECKLIST

D.B.1 General

This appendix provides a series of checklists for use during planning, deployment preparation, and execution of MPF operations.

D.B.2 Initial Planning

- a. Analyze the employment mission and objectives of the MAGTF
- b. Analyze additional CINC and higher headquarters guidance
- c. Obtain intelligence regarding a proposed AAA
- d. Identify mission requirements
- e. Develop courses of action
- f. Compile MAGTF consumption factors
- g. Develop the unit deployment sequence based on the MAGTF's warfighting priorities, off-load priorities, and the arrival and assembly plan
- h. Analyze and prioritize deployment requirements
- i. Validate the time-phased force deployment data (TPFDD)

D.B.3 Deployment Concept

- a. Refine mission objectives
- b. Develop a concept of operation
- c. Refine force options (units, personnel, supplies, and equipment details)
- d. Refine TPFDD based on force and equipment lists
- e. Provide refined TPFDD to the supported CINC for a transportation feasibility estimate (TFE) and throughput analysis
- f. Alert reserve units and personnel for possible deployment (Navy, Marine, as applicable)

D.B.4 Detailed Planning

Detailed planning can be looked at singularly or in broad categories falling into the auspices of airlift or sealift planning.

D.B.4.1 Airlift Deployment Planning

Identify the following:

- a. Amount of passengers and cargo to move
- b. Availability of passengers and cargo at aerial port of embarkation (APOE) for overseas travel
- c. Hazardous cargo and ammunition transportation requirements
- d. Distance to AAA
- e. APOE, aerial port of debarkation (APOD), and en route support base capabilities
- f. Diplomatic clearances required
- g. APOD and AAA air space security
- h. Airflow command, control and communications
- i. Aircraft loading factors
- j. Airlift tempo and throughput coordination
- k. Earliest/latest arrival dates (EAD/LAD) at APOD
- l. Priority and use of airfields, ports, beach facilities, as well as road and rail networks
- m. Air traffic control requirements
- n. SLRP, OPP and advance party deployment dates. The SLRP and OPP personnel may require passports to transit to the AAA or to the MPSRON rendezvous location
- o. Special requirements related to flight ferry/self-deploying aircraft

D.B.4.2 Sealift Deployment Planning

- a. Overall movement planning for MAGTF and assault follow-on sustainment (FOS) during augmentation operations
- b. Availability of shipping at seaport of embarkation (SPOE)
- c. MAGTF cargo and equipment that will move by FOS
- d. Availability of required cargo and equipment by date
- e. Deployment of the aviation logistics support ship (TAVB), hospital ship (T-AH), tactical air control systems (TACS), and offshore petroleum discharge systems (OPDS)
- f. Closure estimate

- g. Intermediate staging base requirements
- h. En route stops and possible delays at these stops, to include the reception of the OPP
- i. Availability of cargo discharge and delivery systems from roll on/roll off (RO/RO) discharge facility and logistics over-the-shore (LOTS) for deployment with the FOS
- j. Ship loading factors, type of loading, and method of stowage
- k. Logistic support facilities
- l. Reception and disposition of forces at debarkation points
- m. Availability of in-theater transportation
- n. Availability of cargo discharge and delivery systems and LOTS at the SPOD
- o. Facilities at destination
- p. Off-load sequence
- q. Hazardous cargo constraints

D.B.4.3 Joint Deployment Planning

Considerations include:

- a. Refinement of the TPFDD based on supported CINC guidance developed from results of the transportation feasibility estimate (TFE) and throughput analysis
- b. Computations and requisitions for sustainment based on guidance from the supported CINC
- c. Review of sources of support and identification of critical shortages in forces and logistics from the active, reserve forces, and prepositioned war reserve material (PWRM)

D.B.4.4 Planning for MPF Augmentation of Amphibious Operations

- a. Embarkation plan
- b. Movement plan (sea/air/escort)
- c. Flight ferry/self-deploying aircraft movement plan
- d. Loading plan (amphibious ships, aircraft, and merchant ships)
- e. Supporting plans for port operations, communication, security, and reserve reception
- f. HNS plan
- g. Plan activation of TAVB/T-AH
- h. Intermediate support base plans
- i. En route support plan

j. Movement of forces and sustainment from geographically separated port of embarkation (POE) plans

D.B.5 Execution Planning

During the execution planning phase, the MAGTF ensures the following tasks are completed.

a. Activate movement control and deployment support organizations:

- Force Movement Coordination Center (FMCC)
- Logistics Movement Coordination Center (LMCC)
- Unit Movement Coordination Center (UMCC)
- En Route Movement Control Center (EMCC)

b. Develop MAGTF marshalling and staging requirements for APOE/SPOE identified in the approved TPFDD

c. Develop MAGTF movement schedules based on air and sea movement schedules as promulgated in the Joint Operation Planning and Execution System (JOPES)

d. Identify transportation shortfalls (service and strategic)

e. Identify TPFDD changes to air and sealift schedules

D.B.6 Force Preparation

a. Prepare units for movement/deployment and take the following action:

- Identify personnel shortages
- Direct reassignment of personnel on temporary orders
- Identify nondeployable personnel and initiate their transfer to organizations not deploying
- Ensure compliance with mobilization plan

b. Develop marshalling plan for point of origin

c. Establish connectivity movement control organizations from origin to APOE/SPOE

d. Organize staging areas at APOEs/SPOEs

e. Coordinate with external agencies for surface movement and/or strategic sea/airlift

f. Assign priorities for movement and confirm movement schedules

g. Activate appropriate deployment support organizations and agencies

h. If required, coordinate withdrawal of class V(W) from Marine logistics bases

i. As required, report both strategic and local movement

j. Issue a warning order

- k. Attach supporting units
- l. Update/modify JOPES database and validate lift requirements

D.B.7 Actions by Functional Area

a. Planning supply and logistics functional areas include:

- Identification of sustainment requirements
- Identification of deploying forces equipment requirements
- Identification of MSE shortages and excesses
- Plans to redistribute excess equipment and supplies
- Determination of remain-behind equipment (RBE)
- Turnover of RBE per the guidance of COMMARFOR (Lant/Pac)
- Request for PWRM withdrawal
- Request for supplies from a logistics support base and item manager via higher headquarters
- Coordination of movement of accompanying supplies
- Coordination for loading of FOS at POEs
- Turnover of facilities and garrison property
- Contract support as required
- Development of a distribution plan for prioritization for MPE/S
- Publishing logistics guidance in support of MPF deployment planning

b. Personnel functional area responsibilities include:

- Identifying personnel shortages/overages
- Joining augments and attachments
- Reassigning personnel per local SOP and directives
- Returning TAD/FAP personnel to parent commands
- Storing personnel effects, household goods, and POVs
- Establishing dependent support groups and coordinating their requirements

D.B.8 Execution

Planning during execution should include—

- a. Prestaging PWRM withdrawal
- b. Marshalling
- c. Movement
- d. Staging at APOE/SPOE
- e. Refining aircraft load plans
- f. Allocating ULNs to carriers in the Joint Deployment System (JDS)
- g. Conducting embarkation
- h. Validating allocation of ULNs to JDS carriers based on actual embarkation
- i. Entering/updating AFOE TPFDD in JOPES
- j. Conducting movement and throughput analysis and identifying ports/airfields
- k. Ensuring that MAGTF and NSE determine strategic movement shortfalls
- l. Publishing movement schedule and coordinating with MTMC and TRANSCOM
- m. Publishing local movement schedule and coordinating with local authorities.
- n. Establishing MCCs which are responsible for the following:
 - Conducting direct movement of units from origin to POE
 - Planning and coordinating movement
 - Establishing convoy controls and procedures
 - Establishing staging organizations for the MSEs
 - Establishing communication nets for marshalling, staging and embark areas
 - Reporting movement, via JOPES, to FMCC:
 - Monitor movement
 - Report movement
 - Establish policy for manifesting personnel
 - Processing all personnel arriving in the theater of operations via JOPES or the manpower management system (MMS)

D.B.9 Sample Unit Mobilization Checklist

The following sample checklists provide information to assist units in developing unit-specific SOPs and checklists.

D.B.9.1 Executive Officer's Mobilization Checklist

- a. Recall key staff
- b. Recall unit commanders
- c. Recall subordinate units
- d. Recall OPP, and identify time for predeployment inspection
- e. Inform the base and/or station of recall
- f. Inform the Provost Marshall's office of recall
- g. Issue a timeline to the staff for taskers and events
- h. Establish UMCC for 24-hour operations
- i. Act as central point for information flow
- j. Provide warning order to SLRP and advance party personnel
- k. Commence general recall
- l. Develop key POC phone/e-mail list
- m. Ensure that an RBE plan is formalized with rear party personnel
- n. Appoint an officer as a liaison officer to higher headquarters
- o. Conduct a predeployment inspection
- p. Contact the Public Affairs Office (PAO)
- q. Schedule and conduct a deployment brief for dependents

D.B.9.2 Headquarters Company Mobilization Checklist

- a. Initiate recall
- b. Secure the command post and control access
- c. Prepare for and conduct a company administrative standdown
- d. Conduct a medical/dental standdown
- e. Recall fleet assistance program (FAP) personnel, and ensure that they go through the various standdowns. Non-deployable FAP personnel are generally returned to their FAP billets
- f. Ensure that the company has a current prescribed load checklist
- g. Conduct a predeployment personnel and equipment inspection
- h. Stage FIE equipment and supplies as per S-4 guidance

- i. Identify all FOS and RBE:
 - Palletize follow-on equipment and supplies
 - Turn RBE over to designated personnel
- j. Ensure that the embarkation personnel begin loading FIE equipment and supplies
- k. Prepare personnel rosters, and identify all personnel deficiencies

D.B.9.3 S-1 Mobilization Checklist

- a. Initiate S-1 recall
- b. Prepare OPP, SLRP, and advance party personnel manifests. Coordinate with S-4
- c. Recall FAP personnel
- d. Direct units to submit deployment status reports. Ensure non-deployable personnel are identified as early as possible
- e. Request additional personnel from higher headquarters as necessary
- f. Request visit from MMOA/MMEA through G-1 - Priority
- g. Complete personnel reassignments
- h. Establish a rear party administrative support detachment
- i. Disseminate mailing address for all units
- j. Start/stop:
 - Commuted rations
 - Family separation allowance
 - Split pay
 - Foreign duty pay
 - Tax exemptions
 - Imminent danger pay
 - Per Diem

D.B.9.4 S-2 Mobilization Checklist

- a. Initiate S-2 recall
- b. Determine map requirements: area, quantity, lamination, and distribution plan
- c. Brief OPSEC and PAO guidance. (S-1, S-2, S-3)

- d. Arrange for 24-hour SCIF operations with the communications officer
- e. Create stand-up war room. Display MC&G products of area of operations, track enemy situation (Genser) and post significant events with date/time as they occur
- f. Post map of area of operation in SCIF. Track enemy situation (SCI)
- g. Conduct staff orientation: initial brief on situation, update as required
- h. Consolidate S-2 shops: organize teams, and assign tasks as appropriate
- i. Pull all applicable classified publications from CMCC: search JDISS to fill intelligence gaps
- j. Access databases for applicable imagery and or message traffic. Sanitize if practical
- k. Request extra SCI billets from higher headquarters PCO (intelligence clerks, augments)
- l. Update COC access roster to include attachments (work with CMCC)
- m. Identify intelligence communications architecture. Determine the optimum communication configuration between higher and subordinate units
- n. Formulate dissemination plan
- o. Determine language requirements. Identify language speakers (to include secondary languages) within the unit, and request augmentation if needed
- p. Identify personnel augmentation requirements, if any
- q. Coordinate with base/station sensitive compartmented information facility

D.B.9.5 S-3 Mobilization Checklist

- a. Initiate S-3 Recall
- b. Identify staff planning cell and information requirements
- c. Ensure that CO, XO, and staff planning cell conduct mission analysis to determine essential tasks and ensure understanding
- d. Assist CO in writing the mission statement, concept of operations, and commander's intent
- e. Assist XO in planning schedule; supervise mission specific training- BZO, NBCD
- f. Identify any liaison requirements. Brief potential liaison officers
- g. Issue warning order, mobilization schedule, and prescribed load (in conjunction with S-4) at the earliest opportunity
- h. Draft task organization
- i. Prepare operations order
- j. Prepare turnover/liaison of GCCS facility

- k. Prepare required reports such as SORTS and situation reports
- l. Prepare acknowledgment of receipt to higher headquarters alert/warning order
- m. Ensure that higher headquarters includes as information addressee on pertinent situational message traffic
- n. Determine recommended COC organization/architecture in conjunction with XO, S-6, etc.
- o. Address physical security (e.g. security ammo requirement, etc.)
- p. Ensure fire support coordination center personnel conduct an internal coordination drill
- q. Confirm that air officer contacts supporting MAG S-3 to acquire TAR & TD frequencies and bed down sites

D.B.9.6 S-4 Mobilization Checklist

- a. Initiate S-4 recall
- b. Participate in staff planning cell
- c. Recall OPP. (OPP will be mustered within 24 hours of notification per coordination with S-3)
- d. Establish a unit movement control center
- e. Contact the base or station logistics department for TMO (personnel effects packing), PMO (storage of POVs), base motor transport, DSSC, and purchasing & contracting
- f. Determine standard prescribed load in conjunction with the S-3
- g. Send warning order to SLRP and advance party personnel
- h. Stage FIE vehicles, equipment, and supplies
- i. Initiate personnel processing stations
- j. Obtain AMALS from MedLog
- k. Request Force Activity Designator (FAD) II. Begin inducting FIE equipment into maintenance at Priority 02. Confirm that supply is tracking requisitions for all critical FIE equipment
- l. Identify training allowance pool requirements to the FSSG, based on the following notional priority list:
 - OPP
 - SLRP
 - Advance party
 - Main body (in order of flow)

D.B.9.7 S-6 Mobilization Checklist

- a. Activate STU connectivity in war room/crisis action center and UMCC
- b. Determine and coordinate unit communications requirements

- c. Coordinate with higher headquarters MCCMO to draw CMS (ICP) software
- d. Prepare and distribute SINGARS load set to all deploying commands
- e. Request high frequency propagation study and associated overlays from the Joint Spectrum Center
- f. Determine higher and adjacent headquarters connectivity requirements
- g. Adjust communications FIE based on updated UER
- h. Determine host nation requirements and frequency clearances
- i. Identify equipment shortfalls to G-6
- j. Identify personnel shortfalls
- k. Embark crypto block assets for non-SINGARS MPS assets
- l. Identify and establish liaison teams for multinational force components
- m. Identify and coordinate logistics and embark requirements with S-4

D.B.9.8 Global Command and Control System Mobilization Checklist

The following are requirements to be met prior to mobilization.

- a. Review OPLANs, TPFDDs, LOG-AIS software, embark systems:
 - Update MPF data, binders, and references
 - Coordinate MPF-related issues
 - Coordinate with:
 - Higher headquarters G/S-3 Plans/GCCS
 - Subordinate commands S-3, S-4 and embark officers
 - Attached units S-3, S-4, and embark officers
 - Coordinate with CO/XO/S-3 for guidance on the following:
 - Situation/Objective/Mission
 - Initial force list
 - Confirmation of unit movement checklist
 - GCCS operator checking JOPES message traffic and beginning operations binder
 - Make any required changes to current OPLAN TPFDD:
 - Number of ships/MPSRONS requiring off-load

- Assets added/detached
- Special training allowance pool (TAP) requirements, reconnaissance equipment, communications, MEP or NBC gear
- Coordination with higher headquarters G-3/4 GCCS personnel for POE/PO and EAD/LAD
- If situation requires new TPFDD:
 - Coordinate timeline with higher headquarters
 - Coordinate weight/space restrictions
 - Ensure data is loaded into MAGTF II
 - Confirm lift requirements
 - Produce ULN summary sheet and airlift estimator sheet from MAGTF II
- If situation uses/modifies existing TPFDD:
 - Initiate detailed coordination with higher headquarters
 - Confirm POE/POD and EAD/LAD using C days timeline
 - Ensure level IV data is verified and entered into MAGTF II
- Initiate vault personnel watch rotations and sleep plan
- Confirm FIE level IV data for all deploying personnel
- Receive SORTS report from all units reporting for deployment
- Turn over vault and GCCS equipment and 9919 personnel to higher headquarters

D.B.9.9 Legal Mobilization Checklist

- a. Request list from Staff Judge Advocate of personnel required to remain behind on legal hold (including necessary witnesses)
- b. Get the legal representative from LSSS to prepare wills and powers of attorney as required based on the unit deployment sequence
- c. Request G/S-1 support preparation for administrative separations and other non-deployable personnel
- d. Pack all legal binders, manual for court martials, JAG manual checklists, and ADSEP manuals
- e. Prepare letter transferring convening authority to rear party OIC
- f. Coordinate with rear party OIC for the transfer of legal packages for Marines pending legal action

D.B.9.10 Gunner Mobilization Checklist

- a. Muster all units and MOS 8532 SAWIC

- b. Conduct a weapon and associated equipment inspection to ensure the following:
- CSW have night sights with the correct reticle
 - Night vision devices/night vision sights have sufficient batteries
 - Dragon optics have been aligned
 - TOW night sights pass system checkout/system self test prior to deployment
 - Weapons are SL-3 complete
 - M240G MG squads have front sight tools
 - Mortar optics are clean and serviceable
 - Mortar sights will hold a boresight (6400mils)
 - Laser checks: LTI, batteries, boresight
- c. Draw security ammunition

D.B.9.11 Motor Transport Mobilization Checklist

- a. Initiate recall of motor transport personnel
- b. Activate UMCC
- c. Provide S-4 with UMCC phone number for distribution
- d. Notify LMCC once UMCC is established
- e. Contact base/station motor transport for availability of commercial assets
- f. Contact LMCC for MHE/MEP support
- g. Brief and inspect OPP/SLRP personnel for deployment
- h. Identify, inspect, and prepare all FIE/FOS/RBE motor transport equipment
- i. Provide the S-4 with the SOP for automotive storage
- j. Contact base for disposal of hazardous waste

D.B.9.12 Embarkation Mobilization Checklist

- a. Initiate recall of embark personnel, and coordinate with higher headquarters as necessary
- b. Meet with the S-4 Officer on situation/status/mission statement
- c. Review appropriate operation plan to support mission
- d. Move 463L pallets (air pallet) from mobilization warehouse to each unit's staging area

- e. Coordinate with unit embarkation personnel to determine requirements for embark boxes. Confirm number of vehicles, mobile loads, and pallets authorized for each unit's FIE
- f. Meet with the S-3 for the force list/task organization
- g. Schedule MHE and motor transport assets to support load-out and movement
- h. Contact higher headquarters concerning aircraft load planning as necessary
- i. Weigh and mark pallets, vehicles, etc. Validate TPFDD during build-up
- j. Establish a liaison at the APOE
- k. Issue all required TAP gear
- l. Coordinate movement with UMCC
- m. Initiate movement to the APOE
- n. Ensure that S-1 prepares manifests based on aircraft flow information
- o. Support OPP, SLRP, and advance party movement to APOE
- p. Complete load-out of S-4 equipment
- q. Ensure that plane team commanders are assigned and briefed, and provided: information packets, personnel rosters, assignment letters, etc.
- r. Coordinate billeting, messing, and transportation arrangements for layovers

D.B.9.13 Nuclear, Biological, and Chemical Mobilization Checklist

- a. Recall nuclear, biological, and chemical (NBC) personnel
- b. Participate with SPG in mission analysis
- c. Refine prescribed NBC equipment requirements with the S-3/S-4
- d. Issue NBC equipment as required
- e. Prepare FIE cargo
- f. Issue NBC antidote kits
- g. Start block training, gas chamber exercise, etc.
- h. Contact subordinate/attached NBC officers to determine critical equipment shortfalls
- i. Initiate fox vehicle contract

D.B.9.14 Unit Supply Mobilization Checklist

- a. Recall supply personnel
- b. Coordinate embarkation requirements for FIE and FOS equipment, supplies, etc.

- c. Ensure all units have adequate amounts of gear to meet prescribed load requirements
- d. Coordinate with TMO for personal effects
- e. Issue TAP gear
- f. Identify and brief all RBE officers concerning equipment being left behind
- g. Inspect supply section Marines to ensure they have the proper equipment and uniforms
- h. Track FAD(II) for all units
- i. Prepare appointment letters for responsible officers
- j. Conduct inventory for all RBE
- k. Download all ATLASS files (back-up disks)
- l. Download all TURBO SIRS files (back-up disks)

D.B.9.15 Battalion Aid Station/Regimental Aid Station Mobilization Checklist

- a. Recall assigned medical personnel
- b. Print a current unit MRRS list
- c. Ensure unit personnel have red allergy tags and current physical examination
- d. Provide the S-1 a list of medically non-deployable personnel
- e. Provide the S-2 a list of any required immunizations
- f. Obtain authorized medical allowance list (AMAL) 636 narcotics
- g. Prepare aid station for embarkation. Ensure AMALs, tents, and water kits are boxed
- h. Ensure deploying personnel have a duplicate medical record with all immunizations listed
- i. Ensure Navy personnel have a facsimile of SRB

D.B.9.16 Ordnance/Armory Mobilization Checklist

This checklist is a 48-hour plan to mobilize/deploy the company weapons armory and TOW maintenance cage.

- a. Recall ordnance personnel
- b. Coordinate transportation of armory mount-out from armory to the "pre-stage"
- c. Inspect ordnance personnel and their equipment
- d. Identify and inspect all ordnance items:
 - Tool sets and kits

- Test equipment
 - Publications
 - Repair parts from layette bins
 - Supporting expendables (rags, patches, oils, etc.)
 - Equipment records for all equipment deploying
- e. Identify equipment deficiencies to supply
- f. Draw chemical, biological, radiological, defense (CBRD) suits from supply
- g. Supervise load out of armory
- h. Issue T/O weapons
- i. Issue the following hand-carried armory items:
- Binoculars
 - AN/PVS-5
 - AN/PVS-7
 - AN/PVS-4
 - Compass, lensatic
 - Compass, M2
 - AN/PAQ-4

D.B.9.17 Chaplain Mobilization Checklist

- a. Recall Religious Programmer
- b. Ensure mount out boxes are packed and marked properly
- c. Conduct a staff meeting with all deploying chaplains and religious programmers for purposes of planning and guidance
- d. Schedule meeting with base/station senior chaplain (area coordinator) to discuss turnover deployment issues and support
- e. Arrange office security. (Ecclesiastical/office gear to be left behind will be packed up and secured)
- f. Schedule meeting for family readiness personnel to coordinate dissemination of information to families, and to plan a family deployment brief. Coordinate briefing schedule with CO, XO and Sgt Major
- g. Ensure that the key volunteer hotline and network have up-to-date information
- h. Provide the Family Service Center a current list of key volunteers, family readiness personnel, and any other unit representatives remaining behind

D.B.9.18 Fire Support Center Mobilization Checklist

- a. Schedule and attend meeting with S-3 Officer and S-3 Chief
- b. Obtain all pre-deployment schedules
- c. Identify FIE serials and ship names for all artillery personnel
- d. Ensure support requirements are submitted to supported infantry battalions
- e. Arrange billeting at A/SPOE (if required)
- f. Obtain ACEOI and crypto fills from communications section
- g. Provide equipment density list to supported infantry battalion
- h. Provide personnel roster to supported infantry battalion S-1
- i. Provide T/O to supported infantry battalion S-3
- j. Identify personnel and equipment shortages to parent and supported commands
- k. Ensure personnel, health, and dental records are provided to supported battalions
- l. Ensure all personnel have skeleton SRB, medical, and dental records
- m. Draw TAP gear (as required)

D.B.9.19 Off-Load Preparation Party Mobilization Checklist

This checklist is based on a notional 24-hour movement scenario.

HOUR EVENT

0000-0100 ACTIVATE

- a. Contact all members of the OPP
- b. Contact FSSG to prepare TAP gear for issue
- c. Contact base/station duty officer to pass warning order to following base/station support activities:
 - Base/station motors (light units/TOP/TOT)
 - TMO (pack-up of personal belongings)
 - Legal Assistance Office (wills/POAs/questions)
 - MWR (close out of DPP, etc.)

0100-0800 UNITS

- a. Recall OPP members

- b. Inspect personnel and equipment
- c. Move to OPP consolidation point for muster

0800-1100 MUSTER

- a. Check by-ship and by-line number muster
- b. Consolidate rosters and submit to the personnel officer
- c. Submit clothing and equipment sizes to TAP
- d. Brief the OPP
- e. Conduct OPP personnel and equipment inspection
- f. Continue administrative processing
- g. Continue medical and dental screening

1100-1500 EQUIPMENT ISSUE

- a. Supply: Draw equipment deficiencies
- b. NBC: Draw CBRD suits and equipment as needed
- c. Armory: Draw weapons, equipment deficiencies, repair kits, etc.

1500-1800 MUSTER

- a. Reinspect previously identified deficiencies
- b. Receive and issue TAP gear
- c. Load gear and equipment for transport
- d. Present Commander's intent brief to OPP

1800-2100 PERSONNEL ISSUES

- a. TMO: Pack-up of personal belongings
- b. Legal: Wills, power of attorney, etc

2300-2400 MUSTER

- a. Check by-name muster
- b. Load OPP and depart for APOE

D.B.9.20 Remain-Behind Equipment Officer-In-Charge Mobilization Checklist

- a. Identify unit OICs and AOICs responsible for RBE, and brief the general duties and responsibilities associated with RBE

- b. Have correspondence signed assigning responsibility for RBE equipment/supply accounts
- c. Review applicable base/station orders pertaining to RBE, and make initial liaison with base/station personnel who will be responsible for the Deployment Coordination Center
- d. Upon deployment of the advance party:
 - Maintain accountability of RBE personnel and prepare to make reports to higher headquarters
 - Stand up the RBE reporting unit code for unit administrative purposes
 - Obtain DODIC for supply requisition to RBE geographical area
- e. Meet with all the commodity managers and begin to assume their RBE tasks
- f. Meet with unit RBE OICs/AOICs to coordinate any last-minute details
- g. Ensure that all personal effects that are left behind are taken to TMO for proper storage

D.B.9.21 Security Company Mobilization Checklist

- a. Receive brief from Commanding Officer on:
 - Situation and mission
 - Command relationships
- b. Recall personnel as necessary
- c. Ascertain the following information from the supported command:
 - Required days sustainment
 - Individual equipment lists
 - Unit movement dates
 - DODIC and quantity of ammunition required, and the issuing authority
- d. Coordinate T/O and T/E requirements with parent and supported command
- e. Meet with all attached unit commanders to coordinate any requirements
- f. Schedule a country brief with supported battalion S-2
- g. Inspect weapons, equipment, vehicles, etc., and correct deficiencies
- h. Coordinate with TAP for special equipment issue requirements

D.B.9.22 Survey, Liaison, Reconnaissance Party Mobilization Checklist

- a. Contact all units/personnel assigned to the SLRP
- b. Schedule muster of SLRP personnel

- c. Muster SLRP
- d. Contact S-2 for MC&G products
- e. Update SLRP roster and submit to personnel officer
- f. Submit clothing and equipment sizes to supply for TAP gear
- g. Brief the SLRP
- h. Determine and pass guidance for liberty attire
- i. Conduct administrative processing to verify qualifications for deployment
- j. Review health and dental deployment update
- k. Draw supply deficiencies
- l. Draw NBC gear as directed
- m. Draw and issue security ammo
- n. Receive and issue TAP gear
- o. Embark essential equipment
- p. Schedule with TMO for storage of personal gear
- q. Coordinate with the MAGTF SLRP OIC
- r. Obtain file on host nation support
- s. Obtain maps of country, port, airport and city

D.B.9.23 Advance Party Mobilization Checklist

- a. Contact all units/personnel assigned to the advance party
- b. Establish time for muster of advance party
- c. Muster advance party
- d. Contact S-2 for MC&L products
- e. Update advance party roster and submit to personnel officer
- f. Schedule and draw TAP gear (if required)
- g. Brief advance party
- h. Draw supply deficiencies
- i. Schedule and draw NBC gear

- j. Obtain and issue security ammunition
- k. Embark essential equipment
- l. Schedule personal gear storage with TMO
- m. Load for transport to APOE

APPENDIX D

TAB C

NAVY MPF CHECKLIST

D.C.1 General

The Navy support element (NSE) is composed of elements from the naval beach group (NBG), and the Navy Cargo Handling and Port Group (NAVCHAPGRU). The Commander NSE (CNSE) is the principal advisor to CMPF for ship-to-shore movement, debarkation, and beach party operations. The NSE deploys to the AAA via the SLRP, OPP, and advance party. The NSE ensures that all off-load equipment is operational, and that the required operators are in theater prior to the arrival of the MPSRON.

D.C.2 MPSRON Tasks

- a. Conduct Port Survey (See port survey guide below)
- b. Submit ESQD waiver request, if required
- c. Determine bunkering requirements
- d. Identify threat and requirements for seaward force protection
- e. Coordinate and publish voyage plan, considering constraints such as the proximity of claimed territorial waters, etc.
- f. Coordinate OPP/FAST/EOD embarkation including berthing and messing requirements, equipment storage, etc.
- g. Publish ship arrival sequence and berth plan in coordination with the MAGTF
- h. Send MOVREP/SORTS
- i. Review force protection plan and identify possible concerns
- j. Release coordinated squadron force protection message
- k. Procure staff support requirements (vehicles, phones, etc.)
- l. Coordinate communications requirements

D.C.3 Naval Beach Group (NAVBEACHGRU) Tasks

- a. Participates in planning the operation with assigned MPSRON and MAGTF
- b. Provides a Unit Movement Officer who coordinates the airlift of Navy personnel to the operating area with the MAGTF
- c. Conducts ship-to-shore movement, beach party operations, and debarkation operations
- d. Provides personnel for the SLRP (Appendix G)

- e. Provides the OCO for the off-load
- f. Provides the ship's debarkation and lighterage control officers
- g. Provides cooks, mess attendants, and medical personnel to augment the MPS crew delineated in contracts or letters of agreement
- h. Provides the OIC of the off-load preparation party (OPP)

D.C.4 Beach Master Units Tasks

- a. Personnel for the Navy Component of the OPP
- b. Beach Party Teams
- c. Beach Party headquarters element
- d. Personnel for communications and electronics maintenance repair

D.C.5 Amphibious Construction Battalion (PHIBCB) Tasks

- a. Plans for camp support, bulk fuel systems, transportation, repair and maintenance, and lighterage usage in coordination with NAVBEACHGRU
- b. Personnel for camp support, bulk fuel systems operation, transportation, repair and maintenance operations, and lighterage operations
- c. Personnel for SLRP and OPP
- d. An NSE DCU
- e. An NSE Logistics Movement Control Center (LMCC)
- f. Equipment support which may include four zodiac boats with packout boxes

D.C.6 Assault Craft Unit Tasks

- a. Personnel for ship-to-shore movement control
- b. Two crews per LCM 8 assigned to the operation
- c. Personnel for the Navy component of the OPP
- d. Repair personnel for lighterage repair elements

D.C.7 Information Required for MPF Operations

- a. Distances from—
 - 1. Beach to arrival airfield
 - 2. Beach to port area
 - 3. Port area to arrival airfield

4. Beach to camp area
 5. Port to camp area
 6. MPS anchorage to beach
- b. Acreage available for the camp area (minimum 13 acres) and soil type
- c. Type, condition and location of roadways
- d. Description of the beach areas including:
1. Frontage and depth
 2. Topographical data
 3. Surf conditions
 4. Area sufficient to operate water purification units
 5. Beach gradient
 6. Beach composition and traffic flow
- e. Description of the port facility to include—
1. Length and width of piers
 2. Depth of water alongside and in the approaches to the pier(s)
 3. Pier construction information to include—
 - a. Capability to handle ships displacing 45,000 to 55,000 tons
 - b. Fender arrangements and line handlers
 4. Container handling equipment available
 5. Channel information
 6. Availability of tugs for use with MPF shipping (including pilots)
 7. Tidal range
 8. Verification that area is clear of mines and obstructions
 9. Availability of suitable provisions
 10. Availability and description of launch services
 11. Availability of local medical/dental services for MPS crew
 12. Procedures for repatriation of MPS crew(s)

- f. Bulk fuel/potable water sources and supplies
- g. Availability of electrical power
- h. Force Protection requirements
- i. Description of anchorage area including—
 - 1. Location relative to beach landing area
 - 2. Depth of water and bottom type
- j. Availability of topographical and nautical charts and maps of operating area
- k. Weather conditions (present and forecasted)
- l. A designated safe haven
- m. Tidal Charts

D.C.8 SLRP

Ideally, the SLRP is flown to the designated off-load site 8 to 9 days prior to the arrival of the main body or MPSRON. The SLRP conducts surveys of the arrival and assembly area (AAA) and liaisons with appropriate organizations (U.S. and Host Nation). Results of the analysis are sent to MAGTF, NSE, and MPSRON commanders to allow them to modify plans, restructure, and tailor the main body prior to deployment or arrival. Characteristics of the SLRP include—

- a. Approximately 66 MAGTF and 11 NSE personnel, and 1 representative each from the CMPF and establishing authority staffs. See appendix G
- b. OIC who is the senior Marine Officer
- c. Navy personnel report to the MAGTF from commencement of marshalling until the CNSE arrives at the discharge site
- d. NSE SLRP which normally acts as the MPSRON SLRP
- e. Identifying (in an area where HNS is poor or nonexistent) those items the MPF must provide, either organically or from resources outside the objective area (e.g., MPF may need to provide its own tugs, pilots, navigation aids).
- f. Tab D provides additional information that concerns SLRP tasks and organizations

D.C.9 OPP

- a. Preparation of lighterage, hose reels, MAGTF equipment, supplies, containers and cranes for off-load
- b. OPP should be onboard the squadron's ships at least 96 hours prior to MPS arrival at the discharge site
- c. OPP (for a 4-ship operation) consists of approximately 300 MAGTF and 100 NSE personnel
- d. Senior Navy officer is the OIC of the OPP and becomes the OCO upon arrival at the off-load site
- e. OPP disbands either when work is completed or the MPSRON arrives in the AAA, or as directed. OPP members join organizations participating in other aspects of the off-load such as the AAOG, USMC debark teams or the NSE

f. Appendix G contains additional information including a notional table of organization (T/O).

D.C.10 USMC Debarkation Teams

The USMC debarkation teams are MAGTF personnel, who report to the OCO during the off-load and provide the following. See figure D.A.1.

- a. Support for the NAVCHAPGRU detachment by operating equipment and assisting in the hook-up of spreader bars and slings during off-load
- b. Personnel assigned to debarkation teams. Most are provided from the OPP upon its disestablishment
- c. Tab F contains additional information concerning the debarkation teams.

D.C.11 Force Protection

All NSE personnel will have appropriate clothing, weapons, and ammunition. Security personnel are equipped and trained to provide beach and camp security for all NSE assets and personnel. The NSE Defense Unit Commander (DUC) coordinates these efforts. The NSE defense unit is activated by the CNSE when the threat warrants. The following conditions apply:

- a. Security personnel are assigned to the defense unit by the DUC
- b. Personnel will have Seabee military skills training, and have minimal impact on the off-load operation
- c. Security personnel, designated by the defense unit commander, will make continuous rounds of NSE assets
- d. The DUC increases security activities as required
- e. Emergency beach security: Hostile acts against the NSE necessitate the reduction or securing of off-load operations. The DUC may request additional security personnel while the emergency exists from the CNSE or the LSO. Additional measures may include manning LCM-8 boats with armed NSE personnel
- f. The defense unit commander reports to the Force Protection Officer (FPO) via the LSO as appropriate

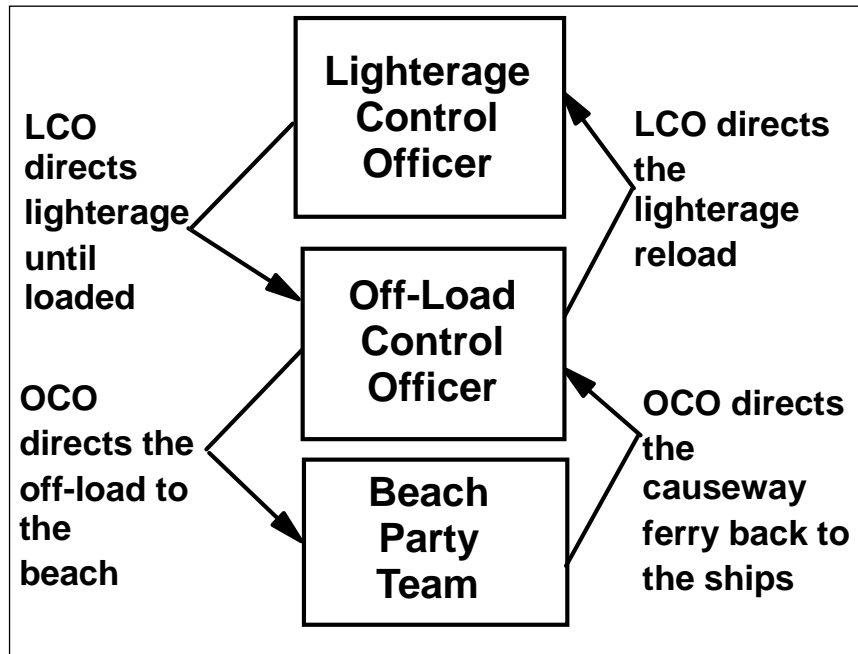


Figure D.C.-1 Debarkation Teams

D.C.12 Ship-To-Shore Movement

D.C.12.1 OCO Coordination

The OCO is responsible for ship-to-shore movement of cargo onboard MPS. The OCO coordinates the STS with: See figure D.A.-2

- a. Beach Party elements ashore
- b. Debarkation officers assigned to each ship
- c. Two ship-to-shore watch teams
- d. USMC debarkation teams on each ship
- e. Lighterage Control Officers

D.C.12.2 OCO Responsibilities

The OCO Officer responsibilities include—

- a. Control of off-load and subsequent movement ashore using off-load plans, promulgated by the MAGTF Commander and modified by the MAGTF arrival and assembly operations group (AAOG)
- b. Directing the lighterage embarked aboard MPS or assigned from support shipping

- c. Passes temporary lighterage control to each debarkation officer or to the beach party teams while lighterage is en-route to or at its destination (for on-load or off-load)
- d. Transfer will take place on the designated off-load coordination net
- e. Conducts lighterage control communications on the ship-to-shore net
- f. Ensures that communications between each ship's lighterage control officer (LCO) and lighterage are conducted on the appropriate MPS off-load net
- g. Ensures communication nets required during ship-to-shore movement are appropriate for the number of ships participating in the off-load

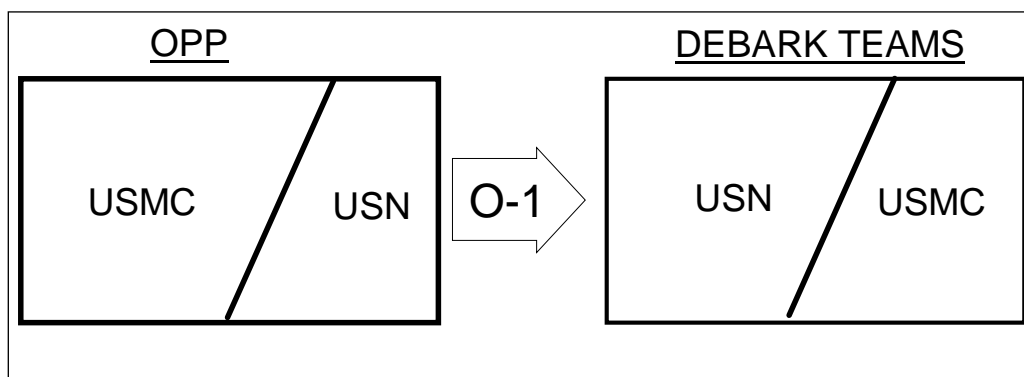


Figure D.C.-2. OPP-Debarcation Transition

D.C.13 PORT SURVEY GUIDE

D.C.13.1 General

- a. Location (include longitude/latitude)
 - 1. Country
 - 2. City
 - 3. Map reference (series, sheet, edition, date, nautical chart number)
- b. Port capacity estimate (who performed/when/assumptions)
- c. Port regulations
- d. Port authority (names/titles/addresses)
- e. Port agents (names/titles/addresses)
- f. Port harbor control (name/title/address/frequency/channel/call signs)

- g. Current tariffs
- h. Location of nearest town/airport/military installations
- i. Topography and climate (description of key features within 25 miles and seasonal climate)
- j. US consul (name/location/address)
- k. Local agent's name/location/address or USN logistics supply support information.

D.C.13.2 Laws

- a. National/local laws that impact operations (noise, quiet hours, protected animals/plants, environmental issues including trash, garbage, sewage)
- b. Claimed territorial/international water limits
- c. Diplomatic/country clearance submission requirements

D.C.13.3 Harbor

- a. Harbor Type
- b. Harbor approach routes
- c. Channel location, orientation, depth, width
- d. Currents
 - 1. Prevailing direction
 - 2. Speed in channel
- e. Tidal range
- f. Breakwaters
- g. Navigational aids
 - 1. Lighthouse/beacon
 - 2. Buoyage system
 - 3. Buoys
 - 4. Fog horns
 - 6. Range markers
 - 7. Others
- h. Traffic separation scheme (if any)
- i. Ship movement restrictions: 24 hrs/day, daylight only (if any)

- j. Turning basin: Location, size, depth
- k. Pilots, pilot procedures required including boarding method
- l. Tugs, availability of harbor tug boats (by size)
- m. Harbor bottom composition
- n. Dredging
 - 1. Frequency, date of last operation
 - 2. Scope/effectiveness
 - 3. Description of port's dredge
 - o. Location of reefs/sand bars/mud flats or any other obstacle to shipping
- p. Launch service availability
- q. Harbor activity (large shipping, fishing boats, pleasure craft)
- r. Accidents (location of major accidents, cause/result)
- s. Authorization for water production in the harbor
- t. Hydrographic survey date (if unavailable, consider Navy Seals support)
- u. Procure local harbor charts if available
- v. Special pier fittings, positioning, instructions, or alterations required

D.C.13.4 Anchorage

- a. Location
- b. Radius (for each)
- c. Depth
- d. Current speed and direction
- e. Exposure (current/tide/wind)
- f. Bottom type and holding characteristics
- g. Nearby obstacles
- h. Navigational markers/aids
- i. Ammunition restrictions/net explosive weight (NEW) distances
- j. Amount of local harbor traffic
- k. Distance to the beachhead for instream off load and/or bulk water and fuel delivery

D.C.13.5 Piers/Quay

- a. Number and types of vessels that piers can accommodate at one time
- b. Current use of pier berthing
- c. Characteristics
 - 1. Construction type
 - 2. Length/width
 - 3. Height above water (low and high tide, tidal range)
 - 4. Dunnage available
 - 5. Availability and condition of cleats, dolphins, bollards, etc.
- d. Capacity (wheeled vehicles, tracked vehicles)
- e. Fenders (type/size/condition/location)
- f. Depth immediately alongside
- g. Depth and orientation of approach/egress areas
- h. Services available (potable water/electricity-include type/fuel/trash and garbage disposal)
- i. Specialized facilities available for the discharge of RO/RO vessels (ramps or reinforce pier surface capable of supporting a ship ramp)

D.C.13.6 Port Facilities

- a. Port equipment repair facilities
 - 1. Location, size and capabilities
 - 2. Type of equipment
 - 3. Number and ability of repairmen
 - 4. Availability and system of procuring repair parts
 - 5. Cranes
- b. Ship repair facilities
 - 1. Number and type of dry dock and repair facilities
 - 2. Quality of work and level of repairs that can be made
- c. Fire response station
 - 1. Number and location
 - 2. Capability

- 3. Water-based capability (tugboats with fire hoses)
- d. Other buildings on terminal
 - 1. Size and location
 - 2. Current use
 - 3. Characteristics
- e. Adequate lighting for night operations
- f. Bunker capability/availability
 - 1. IFO (180/380)
 - 2. DFM/MGO
 - 3. DESC contract in place or commercial stem
- g. Stevedoring capability
 - 1. Number of gangs available
 - 2. Number of shifts able to work
- h. Trash removal capability
- i. Hazmat disposal facility
- j. SLOP barge/truck availability
- k. Sewage disposal capability

D.C.13.7 Security

- a. Size and availability of the port security force (land and water coverage)
- b. Sources of security (military or private)
- c. Physical security methods (fences, controlled access, camera, electronic surveillance, alarms, etc.)
- d. Host nation/SOFA restrictions

D.C.13.8 Weather

- a. By calendar quarter:
 - 1. Types of weather conditions encountered in the area
 - 2. Prevailing wind direction
 - 3. Percentage of time wind speed within 1-6 knots, 7-12 knots, and over 17 knots
 - 4. Amount of precipitation
 - 5. Temperature (minimum, maximum daily)

6. Percentage of time that surf is within 0-4 feet, 4-6 feet, 6-9 feet, and over 9 feet

7. Percentage of time that swells are within 0-4 feet, 4-6 feet, 6-9 feet, and over 9 feet

- b. Frequency, duration and density of fog and dust (including sand storms)
- c. Effects of weather on the terrain, navigation, logistic operations
- d. Tide table
- e. Table of daylight, moonlight, and darkness
- f. Direction and speed of current
- g. Water temperature
- h. Anticipated number of days that weather could inhibit port operations in excess of 24 hours.
- i. Coordinate access to weather forecasts from harbor masters office

D.C.13.9 Communications

- a. Existing telephone service (condition, land lines or microwave transmissions, cellular phone capacity/availability)
- b. Radio (frequencies allowed for use)
- c. Location and size (kilowatts) of local radio and television stations

APPENDIX D

TAB D

HOST NATION SUPPORT CHECKLIST

D.D.1 General

This appendix is provided for use by the MAGTF's contracting officer representatives in the SLRP. Paragraph D.C.6 contains standardized forms used by the SLRP and is intended to optimize use of available host nation support. Using host nation support (HNS) during operations/exercises may—

- a. Provide a service or function not available through service (military) channels
- b. Provide support which may be unique to a country
- c. Provide support that is normally available, but that at times does not deploy due to lift constraints
- d. Preserve a unit's organic equipment and supplies for future operations

D.D.2 Development of Host Nation Support

Host nation support develops in the following sequence:

- a. Logistics requirements identified
- b. Statement of support required from the host nation
- c. Agreements negotiated with host nation representatives
- d. Authorized representative signs contracts

D.D.3 Contracting Officer Representative Functions

- a. Negotiate a HNS agreement for augmented MPF units based on specific tasking
- b. Sign HNS agreements as the Marine representative
- c. Monitor HNS during operations/exercises
- d. Pay all bills for HNS provided to MAGTF units. Bills are classified as:
 - Bills certified by designated unit representatives prior to departure from host nation
 - Residual bills not certified by designated unit representatives prior to departure from host nation. The point of contact checks these bills for accuracy and forwards them to higher authority for processing

D.D.4 Survey, Liaison, Reconnaissance Party Responsibilities

- a. Identify or clarify the operational/exercise requirements

- b. Evaluate the suitability of the services, equipment, or facilities to be provided
- c. Provide information in conjunction with the country team, supported CINCs and MARFOR representatives negotiating HNSAs
- d. Identify additional support requirements, when required
- e. Deploy with a MAGTF contracting officer
- f. Ensure that contractual obligations of all parties (MAGTF and provider) are fairly executed
- g. Protect the interest of the U.S. Government
- h. Prior to retrograde, verify bills for services before forwarding to supported CINC's headquarters

D.D.5 Host Nation Support Areas

Host nation support may provide a more economical or expedient means to support the following:

- a. Class I - Refrigerated/nonrefrigerated subsistence, rations, water, as well as gratuitous health and welfare items
- b. Class III - Petroleum, oil, and lubricants (POL), hydraulic fluids, compressed gases, coolants, bulk chemical products, and antifreeze
- c. Class IV - Construction materials and dunnage
- d. Class VI - Personal nonmilitary sales items
- e. Class VII - Major end items
- f. Class VIII - Medical items
- g. Class IX - Repair parts and components to include kits, assemblies and subassemblies
- h. Special facilities/equipment:
 - Administrative offices
 - Airfields
 - Armories
 - Bank/exchange services
 - Billeting
 - Communications facilities
 - Aircraft rescue and firefighting equipment
 - Fuel (ground and aviation) storage facilities
 - Maintenance shops and facilities
 - Material handling equipment (forklifts, cranes, etc.)

- Medical facilities
- Dining facilities
- Mobile electric power (MEP)
- Port facilities (berths, piers and ramps)
- Recreational facilities
- Sanitation and shower facilities
- Storage lots, staging, and parking areas
- Water supply facilities and water points
- Washdown sites
- Warehouses

i. Special services support and personnel augmentation:

- Air traffic control services
- Dining facility workers
- Engineer support
- Local skilled/unskilled workers
- Oil analysis personnel
- Reproduction facilities
- Security and local police
- Telecommunications
- Stevedores
- Transportation support:
 - Rail
 - Trucks and buses
 - Water transport
 - Air
 - Hazardous cargo
- Waste and trash disposal
- Hazardous materials handling expertise

D.D.6 Host Nation Support Worksheet

1. DESCRIPTION OF ARRIVAL AND ASSEMBLY AREA (AAA):

NAME: _____

LOCATION: _____

TYPE: _____

2. FUNCTIONS, PURPOSE OR ACTIVITIES IN THE AAA:

A. WHAT TROOPS, UNITS AND COMMAND ELEMENTS WILL BE STATIONED THERE (USE OR CONTROL OF THE INSTALLATION)? _____

B. WHAT MILITARY ACTIVITIES (CONVENTIONAL/UNCONVENTIONAL) WILL TAKE PLACE? _____

C. WHAT MATERIAL IS PRODUCED, PROCESSED, TESTED OR STORED? _____

3. SLRP RESPONSIBILITIES INCLUDE:

A. IDENTIFY REQUIREMENTS FOR HOST NATION: _____

B. DESIGNATE MAGTF PURCHASING OFFICER: _____

C. EVALUATE THE SUITABILITY OF THE SERVICES AVAILABLE: _____

D. NEGOTIATE HNS AGREEMENT AS REQUIRED: _____

E. IDENTIFY REQUIREMENT NOT FILLED BY HOST NATION: _____

F. PRIOR TO DEPARTURE, VERIFY BILLS: _____

4. HNS IS PROVIDED IN THE FOLLOWING AREAS:

A. CLASS I:

1. REFRIGERATED/NONREFRIGERATED SUBSISTENCE, MATERIALS, OR SUPPLIES:

GOODS _____ SERVICE _____

COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

2. RATIONS/CATERING:

GOODS _____ SERVICE _____

COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

3. WATER:

DISTILLED BOTTLED WATER:

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

BULK POTABLE WATER:

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

4. GRATUITOUS HEALTH AND WELFARE ITEMS

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

B. CLASS III (POL)

1. DIESEL FUEL

QUANTITY _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

2. GASOLINE (MOGAS)

QUANTITY _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

3. OILS

QUANTITY _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

4. OTHER LUBRICANTS

QUANTITY _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

5. HYDRAULIC FLUIDS

QUANTITY _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

6. COMPRESSED GASES

QUANTITY _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

7. COOLANTS/ANTIFREEZE

QUANTITY _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

8. BULK CHEMICAL PRODUCTS

QUANTITY _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

9. HAZARDOUS MATERIAL DISPOSAL

QUANTITY _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

C. CLASS IV CONSTRUCTION MATERIALS

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

D. CLASS VI PERSONNEL NONMILITARY SALES ITEMS

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

E. CLASS VIII MEDICAL SUPPLIES

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

F. CLASS IX REPAIR PARTS

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

G. FACILITIES EQUIPMENT

1. ADMINISTRATIVE OFFICES

SUPPLIES _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

2. AIRFIELD

BLDGS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

3. ARMORY

BLDGS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

4. BANK/EXCHANGE FACILITIES

BLDGS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

5. BILLETING

BLDGS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

6. RATIONS/CATERING

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

7. FUEL/AVGAS STORAGE FACILITIES

BLDGS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

8. MAINTENANCE SHOPS AND FACILITIES

BLDGS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

9. MEDICAL FACILITIES

BLDGS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

10. DINING FACILITIES

BLDGS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

11. PORT FACILITIES

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

12. SANITATION/SHOWER FACILITIES

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

13. STORAGE LOTS/STAGING/PARKING AREAS

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

14. WATER SUPPLY FACILITIES/DISTRIBUTION POINTS

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

15. WASHDOWN SITES

LOTS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

16. WAREHOUSES

BLDGS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

17. AIRCRAFT RESCUE AND FIREFIGHTING EQUIPMENT

EQUIP _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

18. ENGINEER/MATERIAL HANDLING EQUIPMENT

EQUIP _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

A. FORKLIFTS

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

B. CRANES

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

C. EARTH MOVING EQUIPMENT

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

19. MOBILE ELECTRIC POWER

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

20. LAUNDRY SERVICES

LOTS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

H. SPECIAL SERVICE SUPPORT/PERSONNEL AUGMENTATION

1. AIR TRAFFIC CONTROL SERVICES

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

2. DINING FACILITY WORKERS

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

3. ENGINEER SUPPORT

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

4. LOCAL SKILLED/UNSKILLED LABOR

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

5. OIL ANALYSIS PERSONNEL

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/DATE _____

CONTRACT#/REMARKS: _____

6. PRINTING SERVICES

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

7. SECURITY/LOCAL POLICE

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

8. STEVEDORES

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

9. TELECOMMUNICATIONS

GOODS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

10. TRANSPORTATION SUPPORT

A. RAIL

PERS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

B. TRUCK/BUS

PERS _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

C. WATER/FUEL TRUCKS

GAL _____ SERVICE _____
COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT #/REMARKS: _____

D. AIR

PERS _____ SERVICE _____

COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

E. HAZARDOUS CARGO

TYPES _____ SERVICE _____

COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

F. WASTE/TRASH DISPOSAL

EQUIP _____ SERVICE _____

COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

G. HAZARDOUS MATERIAL HANDLING EXPERTISE

PERS _____ SERVICE _____

COR _____ CONTRACTOR'S NAME/PHONE _____

CONTRACT#/REMARKS: _____

APPENDIX D

TAB E

SURVEY, LIAISON, AND RECONNAISSANCE PARTY CHECKLIST

D.E.1 General

This appendix aids the SLRP in evaluating and preparing the AAA.

D.E.2 Pre-Deployment Checklist

D.E.2.1 Personnel

The SLRP determines or identifies the following **prior to deployment:**

- a. Uniform/civilian dress requirements for both on and off base and when personnel are traveling under separate orders.
- b. Cash requirements and method of currency exchange.
- c. Customs, and cultural & religious do's and don'ts.
- d. Camera restrictions for all personnel.
- e. Emergency leave and pay procedures.
- f. Requirements for in-country ID cards.
- g. Passport/visa requirements.
- h. Immunization requirements.
- i. Mailing address and mail procedures.
- j. Red Cross service and support.
- k. Plan for general administrative support.
- l. Diplomatic pouch/secure communication services available through U.S. Embassy.

D.E.2.2 Public Affairs

- a. Points of contact at the embassy/counsel and host nation
- b. Identification of operation/exercise public affairs officer
- c. U.S. and foreign interest in operation/exercise
- d. Approximate size of press corps/pool

- e. Press corps logistics requirements
- f. Host nation press corps/media concerns
- g. USMC/USN responsibilities for host nation requirements applicable to media
- h. MAGTF responsibility to establish a press center
- i. Press identification tags
- j. U.S. Embassy's press policies
- k. Embassy/press attaché plans for involvement
- l. MSE public affairs officer responsibilities established
- m. Photo restrictions from host nation for both still and video
- n. Photo processing facilities
- o. Satellite transmission facilities
- n. Communication support for the press corps
- p. Off-base billeting for press corps
- q. Procedures for obtaining the Stars and Stripes newspaper (1 per 5 service members)
- r. Hometown news release procedures
- s. Courier service availability to press corps

D.E.2.3 Legal

Staff Judge Advocate (SJA) or Legal Officers will—

- a. Obtain copies of HNSA and contracts
- b. Review HNSA and contracts prior to signing
- c. Determine status of forces agreements (SOFA)
- d. Determine U.S. privileges and immunities for operation/exercise
- e. Determine procedures to obtain custody of service members incarcerated
- f. Determine tax liabilities for personnel entering/leaving host nation
- g. Determine duties/obligations the U.S. has regarding equipment brought into host nation
- h. Determine financial obligation to the host nation that the U.S. incurs through operation/exercise
- i. Establish procedures for claims brought against the U.S. Government
- j. Identify host nation restrictions concerning flow of motor vehicles

- k. Determine host nation requirements for passport/visa for both entering and leaving
- l. Obtain copies of all SOFA, MOU, protocols, or agreements applicable
- m. Establish procedures for the review of all contracting procedures/documents
- n. Report legal restrictions, such as Environmental Protection Agency restrictions, that may have a potential impact on the operation/exercise
- o. Determine host nation requirements concerning evacuation of human remains

D.E.2.4 Intelligence

Intelligence (G/S-2), counterintelligence, or security personnel will—

- a. Determine points of contact with host nation and U.S. security officials
- b. Determine maps, charts, geodetic, and aerial photo product requirements
- c. Obtain terrain analysis of AAA
- d. Gather meteorological/astronomical data for analysis
- e. Determine location of all U.S. federal agencies in the AAA
- f. Identify local intelligence agencies available to support MAGTF
- g. Develop a narrative summary concerning threat assessment

D.E.2.5 Operations

The MAGTF Operations (G/S-3) will—

- a. Identify area to be used for arrival and assembly
- b. Identify operation/exercise area
- c. Identify joint/combined operational/training requirements for U.S. and allied forces
- d. Identify all range requirements
- e. Determine all special equipment/uniform requirements for operation/exercise
- f. Identify training restrictions for weapons/ammunition, and tracked vehicles
- g. Obtain all maps and photographs of AAA and operational/training areas
- h. Determine supporting CINC deployment order requirements
- i. Obtain copies of OPLANs that the MAGTF may support
- j. Determine NBC threat
- k. Determine OPORD/OPLAN requirements of the supported CINC

- l. Determine translator/linguist requirements
- m. Obtain charts showing host nation service members rank structure
- n. Identify procedures for local EOD support
- o. Determine environmental restrictions within AAA that may affect the operation/exercise
- p. Determine environmental considerations/concerns for troop commanders

D.E.2.6 Security

Security personnel will—

- a. Identify security requirements for the SLRP, OPP and advance party in the AAA
- b. Determine who will provide security in the AAA (Host nation/U.S.)
- c. Identify points of contact for security
- d. Identify security forces ROE to include air defense and methods to disseminate ROE to all personnel
- e. Identify host nation security procedures within the AAA and the operation/exercise areas
- f. Determine U.S. personnel mobility within the entire AOR
- g. Determine security considerations for flag officers
- h. Determine requirements for host nation contracted worker ID cards
- i. Identify and report primary/alternate locations for air defense units

D.E.2.7 Provost Marshal

The Provost Marshal's representative will—

- a. Develop a law enforcement concept
- b. Determine special requirements due to host nation customs/values and merge those requirements into enforcement
- c. Determine customs procedures for arrival and departure
- d. Identify POC and location of local police, security and military agencies

D.E.2.8 Logistics

Logistics personnel are responsible for—

- a. Air transport facilities evaluation
 - AMC/TALCE requirements
 - MHE requirements

- Temporary passenger shelter
- Cargo storage areas (indoor and outdoor)
- Taxi service availability
- Bus availability
- Shuttle requirements
- Convoy routes from arrival airfield to AAA.
- Ammunition restrictions
- Dunnage/crate reclamation procedures

b. Determining availability/requirements for environmentally controlled structures for—

- LFSP, AAOGs, AAOEs
- Automated service centers
- MAGTF MSEs
- Communications centers

c. Billeting information, such as—

- Billeting requirements by MSE
- Billeting locations
- Distance from quarters to work spaces
- Cost of quarters
- Billeting/work space for nonmilitary personnel
- Tent camp locations

d. Determining water requirements, such as—

- Source of bottled water
- Potability of local water within operation/exercise area and AAA
- Water transportation
- Water storage capabilities in the operation/exercise area and AAA
- Water requirements for Medical, messing, personal hygiene for each MSE
- Availability of well water
- Whether drilling for water is possible/feasible

- Source/requirement for ice and dry ice

e. Petroleum, Oils, and Lubricants (POL)

- Understand POL requirements
- Analyze costs of shipping POL to AAA vice HNS
- Determine host nation and DLA/DSFC POL sources and availability to the MAGTF
- Determine host nation POL storage capacity
- Provide POL quality control measures
- Identify and report location for employment of AABFS and determine water depth for ship-to-shore fuel transfer sites

f. Ammunition

- Identify location of ASPs
- Determine whether host nation and U.S. safety requirements are compatible
- Determine ammunition security requirements
- Determine explosive arc for ASPs/MPS
- Determine host nation availability of explosive drivers/MHE operators

g. Personal hygiene services

- Laundry services
- Shower facilities

h. Transportation

- SLRP/Advance Party transportation requirements
- Convoy routes/escort requirements (U.S. and host nation)
- Host nation transportation to move troops from arrival airfield to UAAs within AAA
- All available information concerning MSRs, including—
 - Speed limits
 - Rest stops
 - Refueling points
 - Remaining overnight (RON) locations
 - Road conditions

- Road limitations, constraints, and restrictions
- Requirements for special permits (i.e. international licenses)
- SOFA rules governing U.S. forces in case of accident
- Vehicle support for VIPs
- Washdown points/USDA requirements
- Passenger, vehicle, and cargo processing areas
- Host nation wrecker support
- Host nation structural fire truck support
- Bus and shuttle route requirements
- Source and rules concerning rental vehicles
- Source and rules for use of host nation railroads
- Locations and other restrictive features of bridges/underpasses/tunnels

i. Determine availability of support for supply systems, such as—

- Sources, procedures, and stocks available through the nearest U.S. military base
- Procedures/authority for the purchase of all classes of supply from the host nation
- Storage areas (covered/uncovered) for supply personnel's use
- Facilities' capabilities to support supply functions

D.E.2.9 Comptroller

The comptroller or designated representative is responsible for the following:

a. Contract information, including—

- Determining all known contracting requirements
- Establishing funding procedures
- Identifying primary agent for finances
- Determining source for contracting agent

b. Criteria for contracts include—

- Cost
- Purpose

- Contractors involved
 - Contracting Officer Representative assignments
- c. Areas that may require contracts, such as—
- POL
 - Water/ice/dry ice
 - Electricity (MEP backup, commercial and hook-up prices)
 - Billeting (officer, enlisted, VIP, male/female)
 - Industrial services (trash, laundry, portable heads/sewage disposal)
 - Engineer services (prep of land, ditching, stump removal)
 - Messing/dining/catering services
 - Land/facility rental
 - Vehicle and other equipment rental
 - Vehicle maintenance support
 - Wrecker support
 - Host nation security personnel
 - Printing services (copiers/road maps)
- d. Determine anticipated costs
- e. Identify support requiring HNSA
- f. Identify support requiring other than HNSA
- g. In conjunction with higher HQ, negotiate HNSAs
- h. Establish methods for handling funds
- i. Identify agent(s) which have authority to certify availability of funds
- j. Indicate local purchase requirements
- k. Determine whether local transactions will be cash or charge
- l. Estimate and obtain imprest funds
- m. Identify source and procedures for fund conversion
- n. Identify contracting procedures
- o. Establish procedures for MAGTF contracting agent to write contracts during initial deployment of the main body

p. Determine host nation reimbursement requirements

D.E.2.10 Medical

Medical personnel are responsible for the following:

a. Only a qualified: plans, operations, and medical intelligence officer; environmental health officer; or preventive medicine technician, will be assigned to the SLRP to evaluate capabilities of the nearest medical facilities and support services. Evaluation criteria should include, but not be limited to—

- Location
- Distance from AAA
- Inpatient capacity
- Number of host nation physicians assigned to or on staff
- Number of nurses and ancillary personnel
- Types and numbers of medical specialties available
- Outpatient care capabilities
- X-ray capabilities including scope and range
- Laboratory services available
- Dental facilities available
- Number of dentists, hygienists and dental technicians available
- Dental lab/X-ray services available including range and scope
- Number of dental surgeons available and status of equipment
- Food service facilities within the hospitals and their sources of food supplies
- Sources for water, fuel, and storage facilities including electrical power
- Methods of disposal for all types of waste including bio-hazardous waste

b. Locate and evaluate local sources of medical supplies, to include timeline for request for delivery of supplies

c. Determine the number of ambulances available to include type, condition, maintenance support required and type(s) of fuel used.

d. Number of qualified ambulance drivers and EMTs available.

e. Determine if MEDEVAC is available and location(s) of landing zones(s) in relation to medical facilities.

f. Identify general medical information that may affect the general health of the MAGTF, including but not limited to—

- Topography
- Climate
- Prevalent insects
- Prevalent rodents
- Poisonous reptiles (land and water)
- Communicable diseases in the AOR, including history of disease prevalent in the area
- Domestic/wild animals prevalent, including veterinary assistance
- Special requirements

g. Evaluate the following socio-economic features of the local population and how those features may affect the general health of the MAGTF, such as—

- Living conditions
- Customs and religion(s)
- Addictions

h. Determine effectiveness of procedures employed to control insects and rodents

D.E.2.11 Communications

Communications personnel will—

- a. Determine frequency requirements.
- b. Determine available frequencies.
- c. Identify requirements to establish a communications link between the AAA and the U.S. Embassy.
- d. Determine whether the climate of the AAA may adversely affect operations/exercise communications.
- e. Determine requirements for the MAGTF processing/message center including facility availability and HNS.
- f. Determine location of closest classified material disposal facility (shredding facility).
- g. Cryptographic information:
 - Cryptographic account number and mailing address
 - Distribution procedures for cryptographic material
- h. Non-tactical radios available:
 - Non-tactical radio systems in use
 - Frequency and power/range

- Frequencies available
- i. Department of Defense (DOD) communications agencies:
- MARS
 - Describe local facility
 - Determine accessibility
 - Location of facility and name of point of contact
- j. Defense Switched Network (DSN)/Automatic Digital Network (AUTODIN). Determine common user military network availability:
- Availability on base
 - Circuits available
 - Alternate routing capability
 - Teletype equipment for duplex pony circuit
- k. Determine communications requirements to support training areas
- l. Determine tactical communications requirements to support:
- MEDEVAC operations
 - Local security within the AAA
 - Host nation/Multinational liaison parties

D.E.3 SLRP Responsibilities in the Arrival and Assembly Area

This section aids the SLRP in evaluating and preparing the AAA once the SLRP arrives in country.

D.E.3.1 Personnel

The SLRP will determine the following:

- a. Restrictions for service members and civilians attached to the MAGTF
- b. Local regulations for casualty control procedures with specific emphasis on processing remains of deceased personnel
- c. Recreational facilities and cultural tours available
- d. Special Services support available
- e. ATM locations for direct deposit used by personnel
- f. Verify all personnel predeployment checks

D.E.3.2 Public Affairs

Verify all public affairs predeployment checks

D.E.3.3 Legal

- a. Determine jurisdiction rules over MAGTF personnel in the event of crimes or accident
- b. Determine necessary reports in the event U.S. personnel are detained by police
- c. Verify all legal predeployment checks

D.E.3.4 Intelligence

- a. Conduct counterintelligence survey to assist commanders in establishing systems, procedures, and safeguards to protect military installations, personnel and organizations from espionage, sabotage, terrorism or subversion (see Appendix J)
- b. Verify all intelligence predeployment checks

D.E.3.5 Operations

- a. Verify all ranges for joint and special/follow-on training
- b. Finalize plans to organize and mark the AAA to include areas for the SLRP
- c. Determine drop zone requirements for air delivery
- d. Finalize locations and numbers of landing zones and cushion landing zones (CLZs)
- e. Finalize CP locations that are for use by military units participating in the operation/exercise but are not part of the MAGTF or MPF operation
- f. Verify all operations predeployment checks

D.E.3.6 Security

- a. Establish Joint/multinational security requirements
- b. Identify/verify all off-limits areas to U.S. forces
- c. Determine host nation escorts for movement outside the AAA and identify the following:
 - Who coordinates the escorts?
 - Do the escorts speak English?
 - Who briefs the mission to the escorts?
- d. Determine restrictions on U.S. personnel carrying weapons/ammunition outside the AAA
- e. Finalize the security plan overlay to cover the following areas (if applicable):
 - Airfield

- Port/Beach/Anchorages
- Roads/MSRs
- Billeting areas
- Assembly areas
- Ships

f. Verify all security predeployment checks

D.E.3.7 Provost Marshal

- Analyze effect that existing political agreements or SOFAs will have on law enforcement activities
- Determine off-limit areas/establishments and discuss distribution limits and methods
- Determine security requirements for ammunition, weapons and equipment, and establish plan to implement required controls
- Verify all provost marshal predeployment checks

D.E.3.8 Logistics

a. Camp services, engineer services and utilities requirements:

- Survey sites
- Determine areas affected by adverse weather
- Evaluate road networks on and off base
- Finalize requirements for construction projects and class IV information
- Finalize requirements for water supply and mobile electric power to include source and expected dependability
- Determine latrine capability, type, location, capacity, and balance against known requirements
- Verify plan for refuse disposal, including ecology procedures
- Determine shower capabilities, availability, capacities, and locations
- Determine vehicle washdown sites
- Verify fire protection information
- Finalize rules on construction projects performed by participants

b. Verify the following:

- Location of desalination plants
- Recommended locations of ROWPU/water points

- Location of ice/dry ice plants

c. Finalize messing information to include:

- Number of perspective areas
- Total number of personnel that require mess support
- Total number and frequency of hot meals versus MREs
- Existing dining facility capabilities
- Availability of local contractor support
- Availability of MRE supplements
- Refrigeration requirements
- Ration resupply cycle
- Construction support for required dining facility set-up
- Establishment of initial messing hours
- Identification of ration resupply point location
- Ration distribution system
- Ration storage capability
- Picnic supply request procedures for local/host nation support

d. Verify all logistics predeployment checks

D.E.3.9 Comptroller

- Finalize criteria for contracts
- Determine any costs not anticipated
- Verify all comptroller predeployment checks

D.E.3.10 Medical

- Verify general state of repair for all facilities and ancillary buildings
- Locate and evaluate local sources of medical supplies
- Determine adequacy of road nets for ambulance evacuation
- Establish liaison with government agencies (i.e. USAID), international organizations (i.e. United Nations and Red Cross) and non-government organizations (i.e. Catholic Relief Services and Save The Children) currently operating in the area

- e. Verify all medical predeployment checks

D.E.3.11 Communications

- a. Finalize recommendations to the communications plan for the MAGTF Commander
 - b. Determine requirements for peculiar communications equipment
 - c. Determine estimated cost for communications support including leased lines, batteries, and special installation and facilities
 - d. Obtain copy of the local phone book
 - e. Finalize host nation/commercial communications support capability
 - f. Locate and evaluate sites for commercial telephones within the following areas:
 - AAA telephone systems ability to support the MAGTF
 - AAA Cable Plant; determine—
 - Number of cable pairs available in the AAA
 - Number of cable pairs in use
 - Number of spare cable pairs available
 - Commercial or government-owned systems ability to support the MAGTF
 - Evaluate the following:
 - Type of teletype equipment
 - Tape preparation facility
 - Circuit layout
 - Data facility
 - Electric power source available
 - Cryptographic equipment (on/off line)
 - Message center operations
 - Distance between communications center and the AAA
 - Delivery procedures
- f. Verify all communications predeployment checks

D.E.3.12 Navy Support Element

D.E.3.13 Naval Mobile Construction Battalion

D.E.3.14 Fleet Hospital

D.E.4 Force Protection Assessment Survey

a. Overview

This Force Protection Assessment Survey (FPAS) is to be used as a guide by an SLRP and/or advance party to assess the overall force protection issues and assist in the development of a comprehensive force protection plan prior to the start of maritime prepositioning force (MPF) operations.

b. Threat Assessment

With threat assessment, assess the overall threat risk to U.S. personnel, equipment, and ships, including chemical, biological, and radiological attack. Threats can be classified as—

- High
- Medium
- Low
- Normal/Peacetime

Identify source documents for the threat assessment, such as the theater CINC's special intelligence summaries, NCIS and service counter-intelligence reports, U.S. embassy reports, etc.

c. Force Protection Organization Sample Form

Force Protection Officer (FPO) • Address • Telephone • Email/SIPRNET	
Air Security Officer (ASO) • Address • Telephone • Email/SIPRNET	
Seaward Security Officer (SSO) • Address • Telephone • Email/SIPRNET	
Landward Security Officer (LSO) • Address • Telephone • Email/SIPRNET	
NCW Units assigned • Address • Telephone • Email/SIPRNET	
U.S. Small Boats assigned • Address • Telephone • Email/SIPRNET	
USMC Landward Security Elements assigned • Address • Telephone • Email/SIPRNET	
Host Nation Seaward Security Elements • Address • Telephone • Email	
Host Nation Landward Security Elements • Address • Telephone • Email	
NAVFOR/Naval Component Commander • Address • Telephone • Email/SIPRNET	
MARFOR Commander • Address • Telephone • Email/SIPRNET	

d. Afloat Forces Sample Form

Class	Qty	Mission	Length & Draft	Crew Size	Endurance	Weapons	Sensor	Comms	Home Port

e. Air Assets Sample Form

Class	Qty	Mission	Length & Draft	Crew Size	Endurance	Weapons	Sensor	Comms	Home Port

f. Land Forces

- Mission
- Capabilities
- Command and Control
- Reporting relationships
- Augmentation and support requirements

g. Site Security

- Attach diagram of operating site(s)
- Site access
- Field of fire layouts (surveillance and weapons) (indicate on site diagram):
 - Coverage
 - Shadows/gaps
- Geographic/physical conditions
- ROE/terrorist conditions

- Forces assigned to site security
- Reporting relationships
- Communications
 - Landline
 - Radio (w/frequencies)
 - Data links to Command Center (FSOC):

h. Host Nation Ground Forces (Rear Area Command)

- Command
 - Address
 - Telephone
 - Agency Head/Chief/Commander
 - POC
- Communications
 - Landline
 - Message plain language address directory (PLAD)
 - Radio (w/frequencies)
 - Email
- Responsibilities/AOR
- Interface with civil authorities

i. Host Nation Military Installations Sample Form

	Installation A	Installation B	Installation C
Base Name/Command			
Mission			
Forces			
Address			
Commander			
POC			
Telephone			
Message PLAD			
Email			

j. Other/Multinational Military Installations Sample Form

	Installation A	Installation B	Installation C
Base Name/Command			
Mission			
Forces			
Address			
Commander			
POC			
Telephone			
Message PLAD			
Email/SIPRNET			

k. General Comments

APPENDIX D

TAB F

OFF-LOAD PREPARATION PARTY CHECKLIST

D.F.1 General

This appendix provides MPF operators and planners with information concerning requirements for the OPP. It addresses OPP tasks in an ideal scenario where the OPP is deployed to meet the MPS prior to the ship's arrival in the AAA. The sequence of events may vary with the situation, however, most of the work associated with the OPP's tasks remains the same.

D.F.2 Off-Load Preparation Party Time Considerations

Critical factors affecting the time required to off-load the ships are:

- a. When the OPP is deployed to meet the MPS
- b. The size of the OPP
- c. Tools, supplies and test equipment for use by the OPP
- d. Training received by personnel assigned to the OPP
- e. Safety considerations

D.F.3 Sequence of Events

The sequence of events for the OPP is as follows:

- a. The OPP OIC is designated by the Commander, Naval Support Element (CNSE).
- b. Off-load priorities are established by the MAGTF Commander and coordinated with the CMPF.
- c. The OIC OPP receives off-load priorities from the MAGTF commander via the AAOG.
- d. The OPP headquarters is collocated with COMPSRON and individual MPS detachments. Each detachment is composed of Navy and MAGTF personnel, each with specific responsibilities.
- e. The OPP OIC will liaison with MPSRON personnel to determine the maximum number of personnel that can be embarked in accordance with each ship's USCG certification of inspection.
- f. The OPP receives equipment operators from all MAGTF elements and the NSE.
- g. OPP ADP equipment, technical publications, test equipment, and required reports are collected, inspected and prepared for embarkation.
- h. OPP equipment and materials prepared for embarkation are moved to the MPS. The OIC OPP coordinates with COMPSRON and the ship's master regarding arrival of the OPP.

- i. The OPP undergoes pre-embarkation and safety training, conducts initial briefs for subordinates, and develops a plan for accomplishment of work while embarked.
- j. The OPP OIC initiates the OPP's security requirements.
- k. The OPP is transported to the MPSRON.
- l. A representative of the OPP with the ship's first mate inspects and accepts berthing areas for OPP personnel.
- m. The OPP OIC will receive direction concerning shipboard activities from COMPSRON and the ship's master.
- n. A representative from the OPP validates the ship's load plan and conducts an inventory of the major MPE/S and NSE equipment. Special attention is given to identify any changes in the ship's load plan that may affect the planned sequence of off-load.
- o. The OPP commences required work. Standard work priority during instream off-load (barring other direction from the MAGTF commander) is:
 - Ship cargo handling systems (e.g. cranes, winches)
 - Lighterage
 - NSE communication equipment
 - NSE equipment for instream and beach off-load
 - MHE to support the off-load
 - Depreservation and preparation of MAGTF equipment
 - Fuel/water discharge systems
- p. OPP members who remain onboard to continue work form the nucleus of the debarkation teams, and problems that may affect the off-load are corrected.
- q. Activation of the ship-to-shore system
- r. Final visual inspection of vehicles, equipment and cargo is conducted. Equipment that must operate during the off-load requires a pre-operation check and service inspection. Cargo and mobile loads are inspected to ensure that neither unsafe situations nor damage occurs during the off-load.
- s. OPP supervisors (CPO/SNCO) of troops ensure that all preparations for space turnover (i.e. cleaning of berthing spaces) are completed.
- t. The OPP establishes communications with the SLRP to identify and recommend corrective action for any problems that may affect the off-load.
- u. The OPP is disestablished after arrival in the AAA. Personnel to be transferred from the OPP to other task organizations involved in the off-load are identified and assigned as early as possible to ensure a smooth, safe, and orderly transfer of personnel.

D.F.4 Tasks

Tasks for the MPF OPP organization include, but are not limited to, the following:

- a. Locate MAGTF equipment to match and validate the ship's load plan.
- b. Identify MPE/S per guidance established by the MAGTF commander and identify the equipment assignment.

NOTE: To speed the identification, assignment, and distribution process for equipment, the Marine expeditionary force responsible for a particular MPSRON will use a tag or marking system to identify MPE/S assignment to the MAGTF major subordinate elements. Ensure permanent damage does not occur when the equipment is tagged or marked. The Marine expeditionary force's major subordinate commands will further distribute equipment down to the battalion and squadron levels in MDSS II.

- c. Conduct pre-operations checks and make adjustments as required by completing the following:

- Visually inspect tires for proper inflation.
- Check for visible oil and brake fluid leaks.
- Visually inspect tracks for excessive cracks.
- Check cooling systems for evidence of leaks.
- Check belt tension.
- Remove sealing material from intake and exhaust openings and remove other protective covers.
- Check fluid levels for engine, transmission, transfers and differentials.
- Ensure that fuel filters are installed and serviceable.
- Inspect lube points on all undercarriages.
- Check/install battery connections (if equipment will be issued).

••Obtain ship's master approval to connect batteries.

••If equipment is being off-loaded for modification or maintenance, use the ship's DC current or portable start carts and cables to start engine.

••If vehicles are stored without batteries, activate the batteries with electrolyte before installation.

CAUTION

If the vehicle is stored with dry charged batteries installed, use extreme caution when activating batteries. Electrolyte can cause injury if spilled or splashed on skin or in eyes. Flush overfills or spilled acid from vehicle surfaces. These instructions also apply to batteries supplying power to auxiliary equipment mounted on vehicles. Prior to connecting battery terminals, ensure all electrical switches and auxiliary power switches are in the off position

••Add fuel additive to fuel tanks as required. If gasohol is available, use it in vehicles or other equipment with gasoline engines; if not, service with gasoline. Preserved gasoline engines are much easier to start and require fewer adjustments when energized with gasohol.

••Remove barrier tape from battery terminals and clamps.

••Connect battery cables to batteries ensuring proper connection.

CAUTION

Extreme caution must be exercised to properly connect batteries in order to avoid damage to the vehicle electrical system.

g. Start equipment when authorized by the ship's first mate. After a warm-up period, accelerate to approximately one-half power. Observe the engine's noise or vibration response. If satisfactory, the vehicle or equipment is ready for off-load.

h. Tag equipment, as determined by the MAGTF commander, and indicate maintenance performed on that item. All tags are attached to the left front near the headlight. An example of a tag system to identify maintenance class is:

- Green Tag: Ready for Issue (RFI)
- Yellow Tag: Minor repairs/adjustments required. Equipment is considered safe to operate. Repairs/adjustments required will be annotated on the tag.
- Red Tag: Major repairs required. Operation of equipment will seriously damage equipment or cause harm to operator or crew. Major repairs required will be annotated on the tag.

i. Install associated weapons systems and SL-3 components as required.

j. Unlash equipment when directed by the ship's master when near the AAA and weather permits.

k. Secure publication binders in their bins.

l. Refuel equipment when approved by the ship's master. If auxiliary containers are used, ensure that they are clearly marked to identify the type of fuel they contain. There are refueling points on the RO/RO decks to provide fuel to vehicles prior to debarkation.

m. Identify MPE/S to be towed off the lighterage/amphibious craft vice driven off under its own power.

- Trailers, gasoline-powered vehicles, and towed artillery pieces will be towed from the ship to the staging/maintenance area.
- Self-propelled assets will be driven off unless precluded by local conditions or special instructions concerning the equipment. If equipment is being off-loaded for maintenance or modification, use portable battery packs.

n. Clean billeting spaces and conduct turnover inspection.

APPENDIX D

TAB G

DEBARKATION TEAM OFF-LOAD CHECKLIST

D.G.1 General

The debarkation teams in MPF operations are MAGTF and Navy personnel that are provided to the OCU for each ship of the MPSRON. Their responsibilities include equipment off-load preparation and equipment operation. This tab provides basic information relative to debarkation teams.

D.G.2 Sequence of Events

The sequence of events for a debarkation team is as follows:

- a. The debarkation team OIC coordinates with the SLRP and OPP concerning assignment of personnel involved in the off-load.
- b. Personnel assigned are organized into teams to execute the off-load.
- c. The debarkation team OIC meets with cargo handling representatives, ship's master, and Marine Corps maintenance contractor (MCMC) to discuss the conduct of the off-load.
- d. Training is provided to team personnel.
- e. Special equipment (radios, etc.) provided by the MCMC for the debarkation team's use during the off-load is temporarily loaned.
- f. Communication nets and data links with off-load control organizations ashore are established.
- g. Off-load is conducted.
- h. Workspaces and holds are prepared for turnover inspection.
- i. A debarkation team assists in securing MPS to get underway or backload.

D.G.3 Tasks

A debarkation team performs the following tasks during off-load:

- a. Start MPE/S engines.
- b. Move equipment to the hatch square or main deck for crane lift-off.
- c. Move tow trailers, powered motor vehicles that do not run, and towed artillery pieces from the ship's hold to the hatch square lift-off point.
- d. Move skid-mounted equipment, tools, communications and electronic equipment, and other packaged items to the hatch square lift-off point with forklifts or by other suitable means.
- e. Assist cargo handling personnel with the hook-up for slings and spreader bars.

- f. Drive equipment down a stern ramp to lighterage or pier.
- g. Position equipment on lighterage when using an RRDF.
- h. Perform necessary administrative tasks to ensure inspection of the ship's holds and berthing spaces. Packing materials and components, disassembled and removed during preservation, must be collected and safeguarded to be reinstalled during the backload.
- i. Identify and receive proper training to safely participate in the off-load.
- j. Identify problems associated with MPE/S or ships to an appropriate person or organization.

APPENDIX D

TAB H

AIRFIELD COORDINATION OFFICER ARRIVAL AND ASSEMBLY AIRFIELD SITE SURVEY CHECKLIST

D.H.1 General

The checklists contained in this tab is used by the airfield coordination officer (ACO) as a member of the SLRP. Much of the information required to complete the airfield survey can be obtained from the appropriate host nation airfield officials. This information should be used in conjunction with analysis provided by U.S. Air Force personnel. The checklist has two sections.

Part I: The Airfield Suitability Checklist is used to determine what types of aircraft (C-141, C-5, 747, C-17, KC-135, KC-10, DC-9, L-1011) can utilize the airfield, and identifies information useful to the MAGTF's aviation combat element (ACE).

Part II: The Airfield Support Checklist is used to determine whether the airfield possesses the facilities to support arrival airfield operations.

D.H.2 Part 1: Airfield Suitability Checklist

D.H.2.1 Airfield Information

- a. Name of the airfield
- b. Location of the airfield
- c. Elevation and terrain features
- d. Date on which the survey was completed
- e. Who conducted the survey
- f. Host nation airfield representatives

D.H.2.2 Arrival Airfield Operations

- a. Arrival airfield operating hours
- b. Will U.S. controllers be required to operate arrival airfield
- c. Determination and balance of airflow restrictions against anticipated dates and timing of anticipated airflow
- d. Airspace management procedures for tactical operations within the AOR
- e. Special air traffic control procedures
- f. Total numbers and types of aircraft involved in the operation

- g. All obstructions within 25 nautical miles
- h. Fuel requirements

D.H.2.3 Runways

The runway description provides relevant information on the limitations and features of the airfield's runways. In addition to filling out the checklist, the ACO should also prepare an airfield diagram. To prepare data for runways, taxiways, and parking areas, list the published runway, taxiway or apron strength with the following designators:

- T :** Twin gear rating
- ST:** Single tandem gear rating
- TT:** Twin tandem gear rating
- TDT:** Twin delta tandem gear rating
- ESWL:** Equivalent single wheel loading
- LCN:** Load classification number

D.H.2.4 Runway Data

- a. Designation
- b. Length, width, and gradient
- c. Surface/composition/capability
- d. Condition
- e. Slope
- f. Published strength
- g. Weight limits imposed by host nation or other agency
- h. Centerline marked
- i. Distance markers
- j. Approach lights
- k. Threshold lights
- l. Visual approach slope indicator lights
- m. Shoulders (surface/width/condition)
- n. Overrun area (length/surface/condition)
- o. Obstructions (location/type/height)

p. Approach illusions (describe)

D.H.2.5 Taxiways

- a. Designation
- b. Length and width
- c. Surface type
- d. Condition
- e. Published strength
- f. Weight limit
- g. Marked centerline
- h. Edge limits
- i. Stabilized shoulder
- j. Stabilizing surface
- k. Stabilizing width
- l. Obstructions
- m. Traffic density
- n. Maximum taxi time from parking area to ready hold line

D.H.2.6 Parking Areas

- a. Designation
- b. Dimensions
- c. Type of surface
- d. Condition
- e. Published strength
- f. Weight limit
- g. Taxi stripes
- h. Tie-down rings
- i. Grounding points
- j. Stabilized shoulders
- k. Stabilizing surface

- l. Stabilizing width
- m. Flood lighting
- n. Obstructions
- o. Remote (explosive) parking space availability
- p. Fixed/rotary wing parking areas
- q. Total parking space available
- r. Slope of parking apron
- s. Maximum (normal/emergency) parking capability:
 - Distance between aircraft
 - Aircraft type (wing span/length)
 - Load bearing capacity (USAF responsibility)
 - Landing gear by plane type
- t. Aircraft rescue and firefighting plan

D.H.2.7 Engine Blast

Consider the following:

- a. Can engines be run-up to maximum power in parking position without damage to ground surfaces or structures?
- b. What is the engine trim pad availability for maximum power run-up?
- c. Is a blast fence installed or planned for engine trim pads?
- d. Will other aircraft, structures, or surfaces be damaged by engine blasts from the application of breakaway power when moving from parking spots or from taxi power application as the aircraft follows designated taxi routes to and from parking areas?
- e. What are the conditions of surfaces regarding possible repair, foreign object damage, and engine blast damage.

D.H.2.8 Aircraft Movement

- a. Diagram to illustrate movement to and from:
 - Refueling area
 - On-load and off-load area
 - Maintenance area
- b. Difficulties of ground movement

- c. Areas not accessible to aircraft
- d. Official aircraft taxi routes

D.H.2.9 Nav aids

- a. Very high frequency omnidirectional range
- b. Tactical air navigation (TACAN)
- c. Radar beacon
- d. Instrument landing system
- e. Precision approach radar (PAR)
- f. Airport surveillance radar (ASR)
- g. Instrument approach procedure
- h. Can standard instrument departure be used in lieu of radar vectors
- i. Are procedural changes, equipment replacements, or additions to existing facilities expected

D.H.2.10 Preparing Data

If the preliminary data source is the current Flight Information Publication (FLIP), confirm data with appropriate airport officials/civil engineers. Confirm any obstacle data listed in the current FLIP.

D.H.3 Part II. Airfield Support Checklist

D.H.3.1 Airfield Operations

- a. Operations facility:
 - Adequate rooms or buildings for all ACE areas
 - Other agencies working at airfield
 - Methods and means for control of classified material
 - Capability to run ADPE/communication data links
 - Will facility hamper MAGTF security plan
- b. Control tower:
 - Is view of all areas unobstructed
 - Equipment limitations for guarding and transmitting on landing group frequencies
 - Are maps, crash grid maps, charts, and diagrams up to date
 - Tower facility operator

- Does control tower require MAGTF augment
- Control tower frequency:
 - Determine who controls frequency
 - Identify language spoken on frequency
- Pilot forecaster service frequency
- Ground control approach, including:
 - Radar call signs
 - Frequency
- Aircraft reporting procedures
- Identify information concerning the long-range aid to navigation (LORAN) system, communications security (COMSEC), and navigational aids (NAVAIDS)

c. Weather detachment facilities and capabilities:

- Agency responsible for observations
- Points of contact and phone numbers
- Observation hours
- Observation site location
- Upper air observations available
- Radio sound instrument/scheduled time
- Upper-level wind measurements

d. Weather forecast support:

- Domestic or foreign
- Agency responsible for forecasts
- Forecasting hours
- Weather warnings/advisories provided
- How observations/forecasts are transmitted
- Pilot to forecaster service available
- Weather data/communications equipment linked with U.S. equipment

e. Host nation/base weather detachment equipment availability:

- Radar type
- Wind equipment type
- Visibility equipment type
- Equipment maintenance performed locally

f. Weather briefs:

- In English
- Flight folders (headwind, temperature, etc.)
- Computer flight plan
- Alternate sources of weather information
- Service contracts required
- Future plans to increase/improve service
- Unique weather problems or hazards

g. Climatology:

- Type of information available
- Period of record
- How climatological information is obtained

D.H.3.2 Communications Support

a. Determine whether there is a communications unit or whether we rely on the host nation

b. Identify the point of contact for host nation communications

c. Obtain a copy of the airfield map/phone directory

d. Identify flight line communications:

- Fixed station support availability
- Vehicle mounted support available
- Additional support available through host nation:
 - Ultra high frequency (UHF)/Very high frequency (VHF)
 - Type and nomenclature
 - Quantity
 - Frequencies available

e. Evaluate telephone system:

- Is airfield linked to a telephone exchange
- Commercial telephones available
- With whom the direct circuit is linked
- What type of equipment, switchboard, console is available

f. Identify DSN support available:

- Quantity and types of lines
- Highest precedence for DSN support(flash/priority)
- Maximum call area
- Local DSN number and prefix

g. Identify source for secure voice (STU III):

- Type
- Number/listing

h. Types of recorded communications:

- Teletype
- TELEX/FAX:
 - Highest security classification
 - AUTODIN terminal
 - Digital subscriber terminal equipment type assault echelon (AE), afterburner
 - Mode V, IG
- Distance between airfield and communications center

D.H.3.3 Communications Suitability

a. Is area available for full communications layout

b. Power available (voltage/frequency)

c. Are facilities dispersed

d. Geographical and topographical conditions:

- Site elevation

- Soil type
 - Soil load-bearing capabilities
 - Leveling restrictions
 - Vegetation
 - Surrounding terrain
- e. Obtain a map showing a 300-mile radius from radar element
- f. Are signal cable length requirements adequate
- g. Electromagnetic capability:
- Adjacent channel
 - Co-channel
 - Intermodulation
 - Interference with power lines and highways
- h. Antenna radiation pattern clearance zones
- i. Commercial base power supply (voltage/frequency)
- j. Are hardstands available for mobile communication vans
- k. Do access roads allow for easy egress/ingress
- l. Hazards of electromagnetic radiation to ordnance (HERO) restrictive areas within the airfield

D.H.3.4 Adjacent Radar Element

- a. Type/equipment
- b. Coverage
- c. Unit operating, call signs, and frequencies
- d. Connectivity
- e. Circuit availability
- f. Radar coverage chart with call sign direction finding fixer frequencies

D.H.3.5 Air Traffic Control

- a. Approach control
- b. Published let-down information

c. Type of operations:

- Visual flight rules
- Instrument flight rules

d. Control towers (guidance control approach frequency information including primary, secondary, UHF and VHF airway frequencies):

- Remarks/reliability - hours of operation
- Types:
 - High frequency (HF) radio
 - VHF radio
 - UHF radio
 - VHF DF
 - UHF DF

e. Availability of the following NAVAIDS:

- VOR
- TACAN
- Radar approach control (ASR/PAR) 24-hour control
- Instrument landing system (localizer/glide slope/middle marker)
- Low frequency (LF), Medium frequency (MF) radio beacon automatic direction finding (ADF)
- UHF radio beacon
- Radar beacon

f. Visible navigational facilities availability:

- Remarks
- Degree of reliability
- Hours of operation
- Types:
 - IVALA
 - VASI
 - Strobe

- Fresnel lens

- Other

D.H.3.6 Support Facilities

- a. U. S. Federal Aviation Administration (FAA)
- b. U.S. Joint Force Air Component Commander (JFACC)/Area Air Defense Commander (AADC)
- c. Military Affiliate Radio System (MARS)
- d. Host nation civil/military aeronautics agency/air traffic control service

D.H.3.7 Search and Rescue Support

- a. U.S. Armed Forces
- b. Multinational/Host nation support
- c. Communication net requirements

D.H.3.8 Airfield Security Support

- a. Overall security measures at airfield
- b. Controlled access to flight line
- c. Temporary weapons storage available for passengers
- d. Passenger security checks
- e. Guards provided (U.S./Host nation civilian/Host nation military)

D.H.3.9 Airfield Firefighting Support

- a. Number of personnel required by local regulations
- b. Rescue crew billeting and dining support
- c. Protective clothing for crash crews locally available
- e. Crash truck foam resupply available locally
- f. Acceptability of host nation firefighting vehicles for use by MAGTF personnel
- g. Ambulance availability
- h. Crash net communication requirements

D.H.3.10 Airfield Logistics Support

- a. De-icing equipment availability
- b. Aviation ground support equipment (AGSE) availability:

- Power units by type
- Air carts
- Hydraulic test stands
- Air compressors (low/high pressure)
- Heaters
- Light carts
- Jacks
- Maintenance stands

c. Maintenance and supply facilities:

- Repair capabilities in existence
- Facilities available for specialist dispatch tools
- Airfield source of supplies compatible with MAGTF supply system
- Availability of runway clearance vehicles (sweepers, snow removal, etc)

d. Petroleum, oil, and lubricants services:

- Type of aviation fuels available
- Liquids stored in drums in the storage area (not aviation fuels) determined and marked
- Turnaround time (minutes) to service equipment and to leave the service area
- Are POL storage areas being closed or phased out?
- Is aviation fuel the only product available?
- Inspection/inventory of bulk storage facilities
- Maximum fuel storage capacity by grade of fuel
- Quality control procedures established
- Source of POL products/maximum receipt and storage capability at airfield
- Can water from heating plants be used in lieu of demineralized water (distillate), and is liquid oxygen available
- Fuel supplied year round
- Receiving capacity by grade of product
- Fuel servicing by truck or pipeline

- Type of POL hydrant
- Number of lateral lines leading from hydrant
- Number of outlets or refueling points located on hardstands
- Type(s) of aircraft that can be refueled
- Receiving capability for flow rate from bulk storage to hydrants
- Type(s) of aircraft that can taxi on and off hydrant outlets
- Outlets spaced far enough apart to permit simultaneous parking of more than one aircraft
- Will aircraft parked on outlet block taxiway?
- Availability of jet engine oil
- Low pressure gaseous oxygen availability
- Fuel service vehicles by grade of product, capacity, and discharge rate
- Availability of hydraulic fluid, gear box oil, and transmission oil

D.H.3.11 Airfield Maintenance Support

- a. Hangars, storage, and maintenance buildings
- b. Docks
- c. Availability of portable shelters
- d. Washracks
- e. Facilities to repair instruments and controls
- f. Facilities for maintenance administration
- g. Aviation repair parts storage areas
- h. Facilities to store and protect special tools
- i. Technical libraries
- j. Avionics maintenance functions:
 - Communications-navigation
 - Electronic countermeasures
 - Automatic flight control instruments
 - Calibration control labs

- Mission systems
- Weapons systems

k. Location of communication maintenance facilities:

- Air communications equipment
- Field radar equipment
- Ground communications equipment
- Mock-ups

l. Supply support at airfield:

- Resources (station/housekeeping sets)
- Base coordinated general supply support:
 - Supporting air logistics coordinators
 - Defense shipping authority activities
 - Stock levels at the activities
 - Open purchase procurement
 - Class V(A)
 - Aircraft engines
 - Photographic equipment and film
 - Communications equipment and spares
 - POL stock (all types and grades)

m. Emergency mobile electric power for airfield facilities and communications

D.H.3.12 Class V(A) Ammunition Support

- Map of munitions maintenance and storage areas
- Availability of ammunition storage areas
- Availability of munitions maintenance structures
- Availability of host nation munitions maintenance support:
 - Trained and qualified personnel
 - Munitions test and assembly equipment
 - Munitions handling and delivery equipment

- Availability of technical library
 - Availability of munitions preload facility
- e. Host nation EOD support available and regulations concerning their employment
- f. Host nation/base security availability

D.H.3.13 Ammunition Service Capabilities

a. Ammunition loading facilities and equipment:

- Storage space available in square feet
- AGSE equipment availability
- Warehouse tractors
- Crane trucks
- Straddle trucks

b. Bomb service trucks

D.H.3.14 Parking Aircraft Loaded with Munitions

- a. Parking satisfies explosive safety, quantity and distance criteria
- b. Prohibited zones for explosive-laden aircraft
- c. Facilities within the safety clear zones
- d. Any additional remarks

D.H.3.15 Evaluation of Airfield Facilities

a. Services at the cargo terminal:

- Space available
- Aircraft loaders
- Pallet/containers
- Pallet/cargo scales
- Truck loading ramps
- MHE lot and maintenance facility location

b. Airfield cargo storage areas:

- On airfield

- Overflow away from the airfield
- Outside storage (sq. ft.) (fenced/lights)
- Availability of nose docks
- Covered storage (sq. ft.)
- Vehicle parking capabilities (dimensions, wheeled/tracked)
- Hazardous cargo build-up area
- Distance to remote parking area
- Type of surface in cargo storage areas
- Bermed areas (height/uses/type)
- Special instructions for cargo areas

c. Passenger facilities:

- Location/maximum capacity
- Boarding ladders (type/height/capability)
- Billeting availability
- Messing availability

d. Airfield throughput capabilities:

- Capability to receive, off-load, process, and clear MAGTF/NSE cargo and passengers
- Method of transportation for moving arriving personnel, cargo, and equipment to staging areas
- Distance between nearest railhead(s) with the capacity to load wheeled and tracked vehicles
- Number(s) and type(s) of major roads servicing the airfield. Identify any movement restrictions that may exist

e. Airfield fleet services:

- Latrine service truck (type/capacity)
- Trash disposal trucks
- Shuttle buses
- Flight line transportation
- Dispatch procedures
- Fleet maintenance facilities

APPENDIX D

TAB I

BEACH AND PORT OPERATIONS CHECKLIST

D.I.1 General

This tab provides procedures for the Navy support element members of the SLRP to use when evaluating beaches and ports for MPF operations. Additionally, the off-load control unit would use some of the information in this tab to determine the lighterage, lighterage configuration, and other types of craft that may be used during the off-load.

D.I.2 Beach Operations

D.I.2.1 Preliminary Data Required During the Planning Phase

- a. Prevailing winds
- b. Refraction diagram
- c. Prevailing sea and swell
- d. Beach slope
- e. Beach irregularities
- f. Prevailing surf
- g. Currents
- h. Tides
- i. Beach composition
- j. Ability to use the following equipment:
 - Reverse Osmosis Water Purification Unit (ROWPU)
 - Amphibious Assault Bulk Fuel System (AABFS)
 - Amphibious Assault Bulk Water System (AABWS)
- k. Traffic capability of beach
- l. Grid coordinates of left and right limits of the beach
- m. Offshore obstructions
- n. Littoral drift
- o. Datum point(s)

- p. Sounding interval
- q. Sounding lines
- r. Underwater obstacles

D.I.2.2 Data Required to Begin Off-Load

- a. Surf swell conditions including significant breaker height, depth and angle of breakers to the beach, wave length directly outside the breaker line and period of breakers
- b. Tides
- c. Currents (longshore)
- d. Depth of water and beach gradient
- e. Beach features (width of the surf zone)
- f. Sea state

NOTE: Aerial reconnaissance of the projected off-load sites should be conducted as soon as possible after the sites are established. The results of the reconnaissance will permit for adjustments and corrections to the original forecast.

D.I.3 Surf Observation Reports

Dependent on the specific operation, surf conditions are reported by various organizations such as sea-air-land (SEAL) personnel, beachmasters, or force reconnaissance. These surf observations (SUROBs) are essential components to major decisions regarding the off-load, and are passed to the CMPF, OCU, and OCO for action. Information includes:

- a. Initial survey: Establishes starting point for beach operations.
- b. Periodic reports: Submitted twice daily when conditions change after the off-load commences. Additional SUROBs are prepared to provide timely information for a safe off-load.
- c. SUROBs have the following characteristics: Observers watch 100 breakers, then report findings for a given date and local time.
 - ALPHA (significant breaker height): Average height of every third wave
 - BRAVO (maximum breaker height): Highest breaker observed on the beach
 - CHARLIE (period of breaker): Time interval between breakers
 - DELTA: Type of breakers and what percentage of the total is each
 - ECHO (breaker angle): Acute angle, in degrees, that a breaker makes with the beach and its direction relative to the beach (left/right flank)
 - FOX (littoral current): Direction and speed of longshore currents
 - GOLF: Number of lines of breakers in the surf zone and the width of the surf zone measured in feet

- HOTEL (remarks): information important to landing operations such as wind direction and velocity, visibility, debris in the surf zone, secondary wave system and dangerous conditions

d. The information in the SUROBs, along with the modified surf index, is used by the PCO to assess the feasibility of using each available type of landing craft.

D.I.4 Major Tasks

- a. Plan for wave, beach, and surf conditions
- b. Selection of beaches
- c. Initial layout of AAA including MPE/S flow and staging areas
- d. Intermediate selection of ships, craft, lighterage, and vehicles
- e. MPF task organizations become operational
- f. Initial briefing of key personnel
- g. Final selection of ships, craft, lighterage, and vehicles
- h. Final briefing of personnel controlling the off-load
- i. Final selection of touchdown points for craft and lighterage
- j. Layout of the AAA
- k. Final briefing of all personnel

D.I.5 Port Operations

A port operation involves the loading/unloading of ships; the reception, processing, and staging of personnel; and the receipt, transit, storage, and marshalling of cargo. Prior to the commencement of operations in the port, the port operations group (POG) should be organized to operate the following functional areas:

- a. Port operations/Command center
- b. Reports processing section
- c. MHE section
- d. Maintenance contact teams
- e. Communications support section
- f. NSE
- g. Emergency medical support center

D.I.6 Special Considerations for MAGTF/Navy Port Personnel

- a. Harbor facilities chart which includes data and locations of anchorages, piers, and berths
- b. Underwater survey of recommended ship anchorages

- c. Arrangements made for pilotage, tugs, and other services
- d. Satisfying local customs and agricultural requirements applicable to arrival of the MPS
- e. Security requirements including liaison with host nation
- f. Net explosive weight (NEW) limitations concerning class V (W and A) port storage and shipment. (Ensure validity of any waivers obtained concerning NEW limitations)
- g. Time and date of ship's intended arrival schedule and departure
- h. Staging area requirements plan
- i. Port throughput and warehouse storage capacity
- j. Port operation hours
- k. HNS information
- l. Hours of HNS
- m. MHE support
- n. Artificial lighting requirements
- o. Billeting and messing requirements plan
- p. Transportation requirements and plans including information concerning vehicle operator types, special licensing requirements, special permits required, and special equipment needs:
 - Refueling support
 - Maintenance and wrecker support
 - Traffic control
- q. Special requirements for handling ammunition (off-loaded and staged)
- r. Storage areas for Class V (W and A)
- s. Container operations
- t. Hazardous cargo considerations
- u. Portable head and trash services
- v. Pier information:
 - Length and width
 - Water depth along piers
 - Construction limitations
 - Tide height and range

- Electrical power
- w. Anchorage information:
- Location with reference to beach landing site
 - Weather conditions
 - Designation of a safe haven
 - Tidal charts
- x. Types and capabilities of tugs
- y. Communication requirements at the port:
- Radio
 - Wire
 - Telephone
 - WAN/LAN
 - Satellite
- z. Packaging, preservation and processing site, and support for the backload
- aa. Washdown sites and facilities for the backload

APPENDIX D

TAB J

MPF AND THE OPERATIONS ORDER

D.J.1 General

The operations order (OPORD) format provides an example for incorporating MPF information into a joint OPORD. The format and subject for annexes are mandatory unless otherwise indicated. The sequence and location for appendices and tabs are preferred, but may be altered. No provisions for alterations exist in the standard joint or USMC format guides. Additional annexes may be incorporated as necessary to permit distribution separate from the basic plan or to include information where no provision is made in standard annexes. When included, additional annexes will be lettered consecutively, beginning with the letter Q. (If additional annexes are not included, omit the letter Q). The letters I and O are not used as annex designations.

Detailed information about planning, writing, and publishing an OPORD is presented in Joint Publication 5-03.2, *Joint Operation Planning and Execution System*, Volume II, MCWP 5-1, *Marine Corps Planning Process*, and NWP 5-01, *Naval Operational Planning*.

D.J.2 Operations Order Format

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APPENDIX D

TAB K

COUNTERINTELLIGENCE SURVEY/CHECKLIST

D.K.1 General

Counterintelligence surveys are conducted during peacetime as well as in times of hostilities. They are used both inside and outside the continental U.S. The surveys are conducted by counterintelligence survey teams which should be members of the SLRP. The survey teams are organized to reflect the anticipated security requirements of the MPF operation. Typically, the teams will include—

- a. Counterintelligence officers/specialists
- b. Physical security specialists from the provost marshall
- c. Communications specialists
- d. ADPE security specialists

D.K.2 Counterintelligence Survey/Checklist Format

- a. Name: _____
- b. Location: _____
- c. Type: _____

D.K.2.1 Functions and Activities in the AAA

The following questions should be answered by the counterintelligence survey teams:

- a. In addition to the MPF, what troops, units, and command elements are stationed in or control the AAA?
- b. What military activities (conventional, unconventional, or special) take place?
- c. What military material is produced, processed, tested, or stored in the AAA?
- d. Is there any military significance to MPF operations occurring in the AAA?
- e. How important to national security are the activities that take place in the AAA?
- f. What activity in the AAA should be veiled in secrecy? Why?
- g. What information about the AAA would be of interest to hostile forces? Why?
- h. Is there an alternate site for the off-load?
- i. Are alternate sites suitable?

- j. Is there a key facility/organization operating in the AAA?
- k. Is there any sensitive material or equipment stored, tested, or developed in the AAA?
- l. Is the AAA a likely target for espionage?

D.K.2.2 Physical Location and Description of the AAA

a. Provide a physical description of the general area surrounding the AAA. Pay particular attention to road networks, rail facilities, air facilities, transportation, and terrain. Include a general physical description of the entire AAA. If possible, provide a map, sketch, or aerial photograph and the following information:

- Area and perimeter
- Numbers, types, and locations of buildings, and relationships among the various buildings
- Roads, paths, railroad sidings, canals, and rivers on the premises of the AAA
- Wharves, docks, and loading platforms on the premises
- Any other distinctive structures or features

b. Note any particularly vulnerable or sensitive points in the AAA, and reasons for vulnerability or sensitivity. Pay particular attention to the following:

- Command element /Headquarters buildings
- Operations/crisis action facilities
- Repair shops (armor, vehicle, aircraft, etc.)
- Power plants
- Transformer stations
- Warehouses
- Communications systems/facilities
- Fuel storage
- Water tanks, reservoirs, supply systems
- Equipment assembly areas
- Ammunition dumps
- Aircraft
- Firefighting equipment
- Military police/reaction force location reliability
- Special training/training sites

D.K.2.3 Perimeter Security

Describe the perimeter and physical barriers. Describe or answer the following:

- a. Type of fence or other barrier around the AAA which provides security
- b. Type of material of which the fence/barrier is constructed
- c. Height of the fence/barrier
- d. Is the fence/barrier easily breached?
- e. Is the top protected by barbed wire outriggers?
- f. Are there any breaks, holes, or gaps in the fence/barrier or hole under it?
- g. Are there any tunnels near or under the fence/barrier?
- h. Are vehicles parked near or against the fence/barrier?
- i. Are piles of scrap, refuse, or lumber kept near the fence/barrier?
- j. Patrol and check the fence/barrier for evidence of tampering
- k. Are there any pedestrian and vehicle gates?
- l. Are unguarded gates firmly and securely locked?
- m. Are gates constructed in a manner which enables identification and credential checks?
- n. What are the operating hours for each gate?
- o. Are there any rights of way railroads, sewers, or other weak points in the perimeter?
- p. Are weak points guarded, patrolled, or secured?
- q. Is the perimeter equipped for illumination during hours of darkness?
- r. Where are lights located?
- s. Identify dead spots between lighting
- t. Is there backup or emergency power for lighting?
- u. Does the lighting inhibit/hamper security force observation?

D.K.2.4 Perimeter Security Force

Describe the organization of the local security force:

- a. Strength of the perimeter and security forces
- b. Number and location of guard houses
- c. Length of perimeter covered by each post

- d. Reaction force capability
- e. Length of watch for each post
- f. Weapons used by the guards
- g. Level of training received by each member of the security force
- h. Instructions given to security forces regarding identity checks and challenges
- i. Vehicle checks being conducted
- j. Watchtower that facilitates observation of perimeter
- k. Height and location of each watchtower
- l. If roving patrols are used, how many—strength, frequency, routes, or other activities?
- m. What communications are available to the guard force?
- n. Post the fire support plan in the guard shacks

D.K.2.5 Security of Buildings and Structures

- a. List the nature and purpose of key buildings:
 - Location of the buildings
 - Activities that take place in the buildings
 - Material/information developed or stored inside the building
 - Machinery or equipment inside the building
 - Is the building a vulnerable point? Why?
- b. Describe the exterior, interior, and surroundings of each building:
 - Design and construction
 - Number of stories or height
 - Type of construction material used and percentage of equipment used
 - Does the building have a basement?
 - List other materials used in the exterior construction
 - Describe walls, floors, ceiling, and roof.
 - Is the building safely designed and constructed?
 - Is the building properly maintained?

- List all means of exit or entry
- Are entrances properly locked or safeguarded to prevent unauthorized entry?
- Are windows and skylights screened, grilled, or barred?
- Can unauthorized entry occur in any manner?
- Are entry and exit facilities adequate to meet an emergency situation?
- What method of key control is used?
- Who and where is key control maintained?
- How rigorously is it kept?
- Who is authorized a receipt for the keys?
- Are passes, badges, or access rosters used to restrict building entry?
- Are controlled access methods enforced?
- If building is sensitive or vulnerable, has it been declared restricted and marked as such?
- Are daily checks conducted in areas where classified material is stored?

c. Describe the guard and patrol systems around the building:

- What are the duties of the guards/patrols?
- Are high-intensity lights used on the exterior of the building?
- Is there a reactionary security force?
- What is the response time?
- What is the size of the guard/reactionary force?
- What are the means of activating the guard/reactionary force?

d. Determine the security of electrical equipment:

- Is there auxiliary lighting?
- Are circuit breakers properly protected?
- Are telephone junction boards protected?

e. List the frequency of periodic checks made throughout the building in order to detect—

- Areas that might conceal explosives, incendiary devices, or audio/visual equipment
- Tampered wiring, or broken or loose electrical connections or wires
- The presence of suspicious packages or bundles

- Any dangerous practices, which may result from negligence, or deliberate attempts of sabotage

D.K.2.6 Security of Piers, Docks, Wharves, and Loading Platforms

a. Describe the location, nature, and purpose of each pier, dock, wharf, or platform, including—

- Administrative supervision of the area
- Type of security force utilized for each
- Measures taken to prevent loitering
- Measures taken to prevent unauthorized observation of loading and unloading
- Protection against mechanical sabotage, arson, or other dangerous practices
- Precautionary actions taken to control access or entry

b. Describe traffic conditions:

- Are inspections of deliveries conducted in order to guard against sabotage?
- Are precautions taken to conceal types of loading or unloading requiring secrecy?
- Are vehicles, railroad cars, and POVs checked for sabotage devices?
- Is the movement of drivers and helpers around the AAA controlled?
- What type of concealment is used to mask the movement of personnel and material?

D.K.2.7 Motor Pools, Dismount Areas, and Parking Areas

Describe security measures at each facility, ensuring that—

- Areas are properly guarded
- Vehicles are checked and assigned only to authorized personnel
- A system is in place to check vehicles
- Security measures for POL, fuel, tools and equipment are used to prevent theft, sabotage, or fire
- Vehicle checks are conducted for detecting mechanical sabotage
- Personnel are trained in detection of sabotage
- Provisions are made to prohibit parking of POVs in all areas
- POLs are tested for contamination
- Parking/staging areas are restricted and supervised
- Parking arrangements are consistent with security against sabotage or terrorists

- k. Provisions are made for visitor parking
- l. Parking arrangements do not impede traffic flow throughout the compound
- m. Parking arrangements do not impede the use of firefighting or other emergency vehicles

D.K.2.8 Power Facilities and Supply

a. Provide a description of supply, facilities, and security measures, including—

- The type of power in the AAA
- The peak load of electric power
- The percentage of electrical power generated in the AAA
- The AAA's electrical generating capacity
- The percentage of electrical power purchased from outside sources
- Whether current sources are ample to provide a reserve beyond full load demands
- From whom the electrical power is purchased
- Whether an alternate or auxiliary electrical power system is available for emergency use
- Whether an auxiliary system can be used immediately
- How many and what kind of power substations and transformers are located in the AAA
- Whether control panels, pressure, and control valves are in good order and checked frequently
- Whether transformers and substations are safeguarded against trespassers and saboteurs
- Whether generators are properly maintained and checked
- Whether combustible materials are removed from the vicinity

b. Other miscellaneous questions to consider:

- Are replacement units for generators and transformers available and in safe storage?
- Are transformers of sufficient quantity and safely located and well protected?
- Are oil-filled transformers located in noncombustible, well-drained buildings, or outside?
- Are inspections made of the oil, contact, and control apparatus of circuit breakers and transformers?
- What is the system of power lines used?
- What is the number of independent power feeds?
- Is the pole line or underground line safe, reliable, and frequently checked?
- Are all power lines protected against lightning strikes?

- Are power distribution lines properly installed and supported?
- Are electric circuits overloaded at any time?
- Are current national or civil electric codes followed?
- Is there a single or multiple main switch(es) for emergencies?

D.K.2.9 Firefighting Equipment and Facilities

Describe the amount and condition of equipment and facilities:

- Firefighting and first aid equipment available in the AAA
- Type(s) of fire extinguisher(s) available. Are they located where needed?
- Are extinguishers and other equipment in working order?
- Are fire extinguishers sealed to prevent tampering?
- Are periodic inspections made on extinguishers? Are they recorded?
- Are first aid kits and fire extinguishers marked conspicuously and in reach of all persons?
- Are there ample amounts of first aid equipment available?
- Are first aid kits inspected regularly and safeguarded?
- What type(s) of fire alarm system(s) is installed?
- Is there a sufficient number of alarms and sensors in the system?
- Is the system frequently inspected and tested?
- Are vulnerable or important facilities equipped with sprinkler systems?
- What type(s) of sprinkler system(s) is used? Is the system fed by public or private tanks and reservoirs?
- How often and how thoroughly is the system tested and inspected, and where are the control valves?
- Are fire hydrants in close proximity?
- Are hydrants in working order?
- Is water pressure sufficient for extinguishing flames in all locations of the AAA?
- Is a secondary source of water available?
- Is there a fire department located within the AAA? What equipment does it have?
- Can public fire departments be used for augmentation of personnel or equipment?
- What is the response time of the nearest public fire department?

- v. Has a program of fire drills been initiated?
- w. Is there a fire prevention program in place, and is it efficient?
- x. What plans have been made for the action of all personnel in the event of fire?

D.K.2.10 Water Supply

Provide a description of water supply and security measures taken, including—

- a. Sources of water supply used by the AAA
- b. Whether sources of water are reasonably safe, adequately guarded and protected by physical security
- c. If a public supply is used, what the diameter of the main line is
- d. What the water pressure is. Is it adequate for both normal and emergency use?
- e. If a private reservoir or tank is used, what its capacity, level, pressure and condition is
- f. Whether it is adequate for the AAA's needs
- g. The type(s) of pump(s) used in the water system
- h. Whether water pumping stations are adequately protected, inspected, and tested
- i. Whether all valves are properly secured
- j. Whether a supplementary system is available. Where? Is it secure?
- k. How often water is tested for purification. If water is chemically treated, by whom?
- l. Whether non-potable water sources are appropriately marked
- m. Whether the sewage system is adequate for AAA
- n. Whether sewer mains, pumps, and disposal systems are adequate
- o. Whether water or food can be contaminated by the sewage system
- p. Whether there has been any outbreak of disease that can be traced back to the sewage system
- q. Whether trucks are used to transport water
- r. Who inspects water trucks and at what frequency

D.K.2.11 Food Supply

Describe security measures to protect the food supply:

- a. From what source does the AAA receive food and food supplies? Are sources reliable?
- b. Has food from local merchants been tested for cleanliness?
- c. Have caterers who operate concessions on or near the AAA been checked for cleanliness?

- d. Have local food handlers been checked for health, cleanliness, and loyalty? Passes must be issued.
- e. Is entry to the kitchen and food storage areas restricted to authorized personnel only?
- f. Are pantries and refrigerators locked when not in use?
- g. Are kitchens and storage areas in a sanitary condition?
- h. Is there any evidence of unsanitary conditions?
- i. Are food and drink areas checked to prevent or detect toxicological or bacteriologic sabotage?
- j. Has there been any epidemic or excess absenteeism traceable to food or water supplies?

D.K.2.12 Communications Facilities

Provide information regarding general service and special communication message centers:

- a. Description
- b. Where is the message center located?
- c. Is the message center adequately protected by both barriers and guards?
- d. Is someone continuously on duty at the message center
- e. Have background/local checks been conducted on message handlers?
- f. Are all encryption devices properly safeguarded and destroyed when obsolete?
- g. Are logs kept of authorized couriers and message traffic distribution?
- h. Are unauthorized personnel excluded from the message center?
- i. Are classified messages handled in accordance with OPNAVINST 5510.1_?
- j. Through what channels do classified messages pass?
- k. Have couriers, messengers, and operators been checked? Do they have appropriate access?

D.K.2.13 Communications Equipment

Provide information on communications equipment, including:

- a. What means of wire and wireless communication are used in the AAA?
- b. Where are the central points of such communications networks located?
- c. Are switchboards adequately guarded?
- d. Have operators been checked and cleared?
- e. Is auxiliary power available?

- f. Is auxiliary or replacement equipment available?
- g. Are open wires, terminal boxes, connecting boxes, cables, and manholes frequently inspected for indications of sabotage or wire tapping?
- h. Are maintenance crews alerted to search for tapping?
- i. Are civilian repairmen used? Are they checked and cleared?
- j. Can sudden breaks in the system be taken care of efficiently?
- k. Have personnel been cautioned concerning passing classified information over the air?

D.K.2.14 Security of Information

Determine where sensitive plans, blueprints, photos of classified material/equipment, or other information is kept. The following list is not all-inclusive and **does not replace** the OPNAVINST 5510.1_.

- a. Is the above material centralized in a single facility or scattered through various buildings?
- b. In what sections are classified material processed/stored and what level is authorized in each area?
- c. Is all classified and valuable information kept in authorized/approved containers?
- d. Are light safes and cabinets affixed to floors or chained to immovable objects?
- e. Are container doors closed and locked when not in use?
- f. Is there any protection other than the container itself?
- g. What protection is given to combination of containers?
- h. What security measures are enforced regarding keys to doors, gates or cabinets?
- i. Is access limited to combinations and keys?
- j. Who has access to combinations and keys? Have all personnel been cautioned regarding the passing of keys and combinations to unauthorized personnel?
- k. Is a chain of custody required for all material secret and above? Can custodians identify the location of classified material at any time?
- l. Are positions that require handling of classified material assigned to **only** those personnel with completed background checks and appropriate access?
- m. Are classified materials, blueprints, and reports returned and logged in as quickly as possible?
- n. Who has access to classified material (with and without approved access)?
- o. Is dissemination of classified material strictly limited to those with a need to know?
- p. Is rank or position considered sufficient reason for access to classified material?
- q. Is classified material left unattended on desks where theft can occur without detection?

- r. Have civilian janitors been checked and placed under supervision?
- s. How is classified waste disposed? Are records kept?
- t. What policy has been established regarding releases/statements to local/national media?
- u. Have personnel been cautioned about unauthorized statements and releases?

D.K.2.15 Identification System

All personnel within the AAA should be easily identified.

a. Identify the system used to allow authorized personnel access within the confines of the AAA or facility. If badges are used, determine the following:

- Who controls issuance?
- Are badges or ID cards tamperproof and difficult to reproduce?
- Is makeup and issue of the badges and ID cards controlled to prevent—
 - Reproduction
 - Theft
 - Unauthorized use or issue
 - Failure to return to issuing authority
- Are photographs used on the face of the cards or badges?
- Is a detailed description used to positively identify the holder?
- Are colored or coded systems used to identify the level of access?
- Are certain badges only valid in certain areas?
- Is enforcement of such identification tight?
- Do regulations prescribe and enforce that everyone wear badges at all times?
- Is admittance to the AAA/facility governed by the identification system?
- When badges are reported missing, lost, or stolen, what action is taken?

b. Is entrance permitted by the wearing of the military uniform? If so:

- What other means of identification are used?
- Are access rosters passed from one facility/command to another via secure means?
- Are passes and ID cards closely scrutinized?

c. What system is used to prevent persons working in one building, section, or unit from wandering into restricted areas without proper authorizations?

D.K.2.16 Visitor Controls

To control access to secured areas, determine the following:

- a. Describe the system used to identify and admit authorized visitors to the AAA or facility
 - How and by whom is the legitimacy and necessity of a visitor's mission established?
 - Are regulations lax in the control of visitors?
 - Are visitors escorted to a reception area from the gate or entrance?
 - Is the identity of the visitor verified?
 - How is adequate information obtained about visitors?
 - How is the purpose of the visit obtained?
 - Are visitors escorted or kept under surveillance during the time they are in the AAA?
 - Are visitors required to provide identity upon departure?
- b. Ensure the visitor's logbook contains the following information:
 - Full name
 - Social security number
 - Rank
 - Parent organization
 - Date and time of entry
 - Time of departure
 - Number of badges issued and level of access
 - Reason for visit
 - Name of official authorizing entry or providing escort
- c. Ensure that vehicle register includes:
 - Date and time of entrance
 - Registration/license number
 - Name of owner(s)
 - Signature of driver and passenger(s)
 - Brief description of contents of vehicle
 - Inspections conducted on vehicle

- Time of departure
- d. Check all news media personnel:
- Are credentials examined and verified?
 - Has their visit been checked with higher authority to verify authority?
- e. Examine the orders and credentials of multinational military personnel (i.e. linguists):
- Are such visits verified by higher authority?
 - Is security unduly sacrificed for courtesy?
- f. Conduct spot checks of personnel within the AAA or facility

D.K.2.17 Description of Security System

When describing the security system—

- a. Provide a description of the guard force:
- Number of personnel
 - Shifts/reliefs
 - Reserves/contingencies/reaction force availability
 - Weapons
 - Training
 - Number and types of posts
 - Communications
- b. Check the following points:
- Organization of the force
 - The number and strength of each shift or relief
 - Number of supervisors for each shift
 - Supervision of the guard force
 - Number of fixed posts the force covers
 - Location of each post
 - Number of patrols covered by the force
 - The route of each patrol

- Are the routes of the patrols varied?
- The time of the patrol
- Are doors and gates closely checked by the patrols?
- Functions performed by each patrol
- Does the supervisor make inspection tours of the routes?
- Frequency and thoroughness of the tours made
- Are inspections varied as to route and time?
- Are guard force alarm systems in use? Are they adequate?
- Type of communication and alarm system the guard force uses
- Is a record kept of all guard force activity?
- Does the guard force have communication with the military police?
- What armament does the guard force have?
- Are the weapons in serviceable condition?
- Are the weapons suitable for the mission?
- Are arms and ammunition adequately safeguarded when not in use?
- Is there a record of custody when weapons are issued during each shift?
- Does the storage of weapons and ammunition prevent rapid access by the guard force?

c. Guard recruitment policy:

- Physical, mental, age, and other qualifications required
- An investigation is conducted on prospective guards
- Are guards in uniform? What identification system is used? What credentials are required?
- Is the guard force respected by all personnel in the AAA?

d. Effectiveness of guard force training

- Time spent on training the guard force
- How is the training of the guard force conducted?
- Have guards been trained in the following areas:
 - Care of weapons and ammunition
 - Forms of espionage and sabotage activities

- Common types of bombs and explosives
- Familiarization with all vulnerable/restricted facilities in the AAA
- Location and character of all hazardous material sites
- Location of all important valves, switches, or circuit breakers
- Location of all fire protective equipment, including sprinkler valves
- Conditions which may cause fires
- Location of all first aid equipment
- Duties in the event of fire, blackouts, or other emergencies
- Use of communication systems
- Observation and description reporting procedures
- Preservation of evidence
- Patrol work
- Searches of persons and places
- Supervision of visitors
- General and special guard orders
- Location of all guard posts
- Do guards have keys to buildings, gates, and office spaces?
- Do guards check credentials for all who enter the AAA?

e. Is the strength of the guard force consistent with—

- The number of pedestrian, vehicle, and railroad gates?
- The approximate number of daily visitors?
- The number of loading platforms, storage facilities, and working areas?
- The number of vehicles to cover the entire AAA in a reasonable time?
- The number of restricted areas and vulnerable points?
- The number of plants or pumping stations?
- The number and extent of parking areas?
- Necessary supervision of the guard force?

- The need to accommodate for sickness, leave, and injury of guard personnel?
- Duties of the force in the event of security violations?

f. Is the guard headquarters—

- Conveniently located?
- Properly secured at all times, and does it contain the necessary equipment?
- Large enough for all members of the guard force?

D.K.2.18 Description of Security Conditions and Security Measures of Adjacent Areas

Describe the general nature of the population and the area surrounding the AAA:

- Does the nationality or political nature of the populace offer a natural cover and aid to hostile agents and saboteurs?
- Is the AAA within a commercial travel air zone?
- If so, are minimum altitudes for aircraft published at all local airports?
- Is the AAA isolated or screened from public view?
- Are restricted areas screened or isolated from public scrutiny?
- Is the AAA exposed to natural hazards such as floods, winds, forest fires, or electrical storms?
- Is the AAA or buildings within the AAA well camouflaged against air and ground observation?
- Have places of amusement near the AAA and persons frequenting those places been checked?
- What nightclubs and areas are off-limits to personnel?
- Has the surrounding area been scrutinized for any place likely to be used as bases for espionage or sabotage? Are there areas that could conceal antennas or audio and visual equipment?

D.K.2.19 Security of Arrival and Assembly Airfield

The security of an arrival and assembly airfield does not differ from that of any other assembly area in the operation. Aircraft and maintenance facilities are high priority targets of saboteurs and espionage agents. In general, checking the following major areas will assist in establishing the security afforded to the AAA:

- Is the guard system adequate?
- Are individual aircraft guarded sufficiently?
- Are hangars and other vital buildings in a restricted area?
- Have precautions been taken to ensure that there is no smoking in the area?
- Are aircraft stored in hangars inspected against sabotage?
- Are special precautions taken to ensure visitor control in hangars?

- g. Are vital repair parts in storage areas protected from unauthorized personnel and fire?
- h. Are there fire trucks, crash, and rescue vehicles available?
- i. Is emergency equipment in a location which is able to serve the entire AAA?

D.K.2.20 Practical Use of Security Checklist

This checklist is not all-encompassing and should be used as a guide to initiate a survey. Several methods of organizing a security check may be used. The following methods, through usage, have been found to be practical and efficient:

- a. Itemize on index cards or an automated data file, all requirements as listed on the checklist. Write the required information on each card/file as it is checked off the list.
- b. Itemize basic subdivisions of the survey checklist requirements on separate pages with requirements listed in required order. Write the required information in the proper space as each item is checked off.
- c. Itemize all requirements of the survey checklist separate pages, subdividing the pages according to the main subdivisions. Make detailed notes about each item as it is completed. After completing notes on all requirements for each item, assemble in order and write report.

D.K.2.21 Security Recommendations

Provide general remarks related to specific weaknesses and recommendations identified throughout the survey.

APPENDIX E

MPF OPERATION INITIATING DIRECTIVE (SAMPLE)

E.1 SAMPLE INITIATING DIRECTIVE

FROM: SUPPORTED CINC, JFC, OR ESTABLISHING AUTHORITY

TO: MAGTF COMMANDER

CMPF

OTHER COMMANDERS AS REQUIRED

INFO: JOINT STAFF, WASHINGTON, DC//J3/J4/J5//

SUPPORTED AND SUPPORTING CINCS

USCINCTRANS, SCOTT AFB, IL//TCJ3/J4//

HQ AMC SCOTT AFB, IL//DO/TACC//

AMERICAN EMBASSY (AMEMB) OF HOST COUNTRY AND TRANSIT POINTS (E.G. WHERE
OPP AND NEAT DETS BOARD MPS)

CNO WASHINGTON, DC//N85/N41//

CMC WASHINGTON, DC//POC/LPO//

COMDT COGARD WASHINGTON, DC//G-OPD//

COMSC WASHINGTON, DC//N3/PM3//

MARITIME ADMIN. WASHINGTON, DC (IF MARAD SHIPS ARE REQUIRED FOR SUSTAIN-
MENT)

APPLICABLE SERVICE COMPONENT COMMANDS (SUPPORTED AND SUPPORTING)

APPLICABLE NAVFOR TYCOM(S)

NUMBERED FLEET COMMANDER(S)

MEF COMMANDER(S)

APPLICABLE MEF MAJOR SUBORDINATE COMMANDS

APPLICABLE MAGTF MAJOR SUBORDINATE COMMANDS

COMMARFORRES//G-3//

CG FOURTH FSSG//G-3// (IF CAG AND 4TH SUPPORT BATTALION UNITS EMPLOYED)

COMNAVRESFOR NEW ORLEANS, LA//N3//

COMNAVSURFRESFOR NEW ORLEANS, LA//N3//

COMNAVFACENGCOM ALEXANDRIA, VA//N3//

COMNAVELSF WILLIAMSBURG, VA//N3//

APPLICABLE PHIBGRU AND NAVBEACHGRU

APPLICABLE NAVBEACHGRU (NSE) SUBORDINATE ELEMENTS

COMNAVCHAPGRU WILLIAMSBURG, VA//N3//

APPLICABLE NAVAL RESERVE CARGO HANDLING BATTALION(S)

COMMARCORLOGBASES ALBANY, GA//80//

BLOUNT ISLAND COMMAND, JACKSONVILLE, FL//90//

APPLICABLE COMPSRON

APPLICABLE NEAT TEAM(S) (IF REQUIRED)

APPLICABLE SUPPORTING COMMANDERS (SUB-UNIFIED COMMANDS, COAST GUARD DISTRICTS, MARITIME DEFENSE ZONE COMMANDS, BASES, POSTS, STATIONS, MSC OFFICES, ETC.)

APPLICABLE NAVY (E.G., NAVRESREDDCOM, ETC.) AND MARINE CORPS (E.G., CIVIL AFFAIRS GROUP, 4TH LSB, ETC.) RESERVE UNITS

APPLICABLE FORCE PROTECTION UNITS (NCW(MIUWU AND IBU), PSU, HDCU, FAST, SEALS, EODMU, MPA, ETC.)

APPLICABLE SHIPPING COMPANIES (E.G., AMSEA, WATERMAN)

CLASSIFICATION //N03000//

MSGID/ORDER/ESTABLISHING AUTHORITY/-/DATE//

SUBJ/INITIATING DIRECTIVE FOR (CODENAME)//

REF/A/GENADMIN/WARNING/ALERT ORDER//

REF/B/OPLAN/OPORD// (IF APPLICABLE)

REF/C/DOC/NWP 3-02/MCWP 3-32//

REF/D/AS REQUIRED (E.G., FORCE PROTECTION GUIDANCE, RESERVE MOBILIZATION, ETC.)

NARR/AMPLIFY AND CLARIFY THE REFERENCES//

ORDTYPE/INTDIR//

TIMEZONE/Z//

NARR/THIS IS THE INITIATING DIRECTIVE FOR (CODE NAME). STATE THE SCOPE OF THE MPF OPERATION.//

HEADING/TASK ORGANIZATION//

UNITIDES/UNITLOC/COMMENTS (TASK DESIGNATOR/FUNCTION)

INCLUDE MULTINATIONAL FORCES AS APPROPRIATE

GENTEXT/SITUATION/1.SITUATION

1.A GENERAL

1.A.1 SUMMARY: STATE THE PURPOSE OF THE OPERATION OR EXERCISE (REF. A IS GERMANE).

1.A.2 GOALS: STATE NATIONAL AND REGIONAL OBJECTIVES (REF. B PERTAINS).

1.A.3 JOINT AND NAVAL TASK LIST (FOR TRAINING EXERCISES ONLY): PROVIDES DOCUMENTATION AND JUSTIFICATION FOR THE MPF COMPONENT OF THE OVERALL EXERCISE PLAN.

1.B THREAT/RISK

1.B.1 GENERAL

1.B.2 TERRORISM

1.B.3 AIR

1.B.4 WEAPONS OF MASS DESTRUCTION

1.B.5 LAND AND TERRAIN

1.B.6 SEA AND HYDROGRAPHY

1.C FRIENDLY

1.C.1 NCA/SECDEF

1.C.2 SUPPORTED CINC

1.C.3 SUPPORTING CINCS

1.C.4 SERVICE HEADQUARTERS

1.C.5 OTHER SUPPORTING COMMANDS (E.G., RESERVE COMPONENT, FLEET COMMANDERS)

1.C.6 HOST NATION(S)

1.C.7 AMEMB

1.D ASSUMPTIONS

1.E WEATHER

1.E.1 GENERAL (REGIONAL PERSPECTIVE FOR THE TIME OF YEAR)

1.E.2 GROUND (AAA)

1.E.3 SEA (EN ROUTE AND AAA)

1.E.4 AIR (EN ROUTE AND AAA)

1.E.5 OPERATIONAL EFFECTS (WATER CONSUMPTION, MAINTENANCE REQUIREMENTS)

1.E.6 ASTROLOGICAL DATA

GENTEXT/MISSION/2. MISSION. ESTABLISHING AUTHORITY'S MISSION

GENTEXT/EXECUTION/3. EXECUTION

3.A COMMANDER'S INTENT. IDENTIFY THE COMMANDER'S END STATE AND PRIORITIES.

3.B CONCEPT OF OPERATIONS

3.C OPERATIONAL PHASES (IF KNOWN) (E.G., DEPLOYMENT, REINFORCEMENT, ETC.)

3.D TASKS

3.D.1 MAGTF COMMANDER

3.D.2 CMPF

3.D.3 OTHER COMMANDERS AS REQUIRED

3.E COORDINATING INSTRUCTIONS

3.E.1 CODE NAME

3.E.2 C-DAY

3.E.3 O-DAY

3.E.4 CINC'S REQUIRED EMPLOYMENT DATE (CRD)

3.E.5 SLRP ARRIVAL DATE

3.E.6 OPP/MPSRON LINK-UP DATE AND LOCATION (IF KNOWN)

3.E.7 MPSRON ARRIVAL DATE IN AAA

3.E.8 ARRIVAL AND ASSEMBLY AREA (COORDINATES)

3.E.9 ARRIVAL AIRFIELD(S): IDENTIFY PRIMARY AND ALTERNATE AIRFIELDS FOR AMC PROVIDED AIRCRAFT, AND BED DOWN SITES FOR ACE AIRCRAFT.

3.E.10 PORT FACILITY: IDENTIFY BERTHS, WASHDOWN POINTS, AND BUILDINGS.

3.E.11 BEACH (IF REQUIRED): SPECIFY NAME, LOCATION, AVAILABLE FACILITIES.

3.E.12 UNIT ASSEMBLY AREA (UAA) LOCATIONS

- 3.E.13 TACTICAL ASSEMBLY AREA (COORDINATES)
- 3.E.14 FLIGHT FERRY OPERATIONS
- 3.E.15 CONTROL MEASURES
- 3.E.16 EXPEDITIONARY AIRFIELD OPERATIONS
- 3.E.17 NAVAL ESCORTS FOR MPS
- 3.E.18 ANTICIPATED REGENERATION MAIN PLANNING CONFERENCE DATES
- 3.E.19 ANTICIPATED REGENERATION DATES
- 3.E.20 ANTICIPATED REGENERATION SITES
- 3.E.21 ANTICIPATED REDEPLOYMENT DATES
- 3.E.22 AMPHIBIOUS COORDINATION (IF REQUIRED)

GENTEXT/ADMIN AND LOG/4. ADMIN AND LOGISTICS

4.A ADMIN

- 4.A.1 DTG TASK DESIGNATORS ARE EFFECTIVE
- 4.A.2 ANTICIPATED DEPLOYMENT ORDER DATE
- 4.A.3 NBC DEFENSE
- 4.A.4 RULES OF ENGAGEMENT
- 4.A.5 FORCE PROTECTION MEASURES: (DISCUSS THREAT CHANGES, ACTIONS IF THREATENED, AT/FP TRAINING, OPERATIONAL SECURITY, OPERATIONAL DECEPTION, AND DESIGNATION OF FPO, SSO, ASO, AND LSO).
- 4.A.6 PUBLIC AFFAIRS GUIDANCE
- 4.A.7 USE OF JOPES DIRECTED: (SPECIFY DEPLOYMENT AND REDEPLOYMENT PLAN IDENTIFIER CODES (PIDS) AND TELECONFERENCE DESIGNATOR.
- 4.A.8 RESERVE MOBILIZATION
- 4.A.9 DISPOSITION OF SUPPORTING FORCES
- 4.A.10 OTHER. (VISITOR SCHEDULE, LIAISON REQUIRED)
- 4.A.11 COMMANDS TO ATTEND MPF REGENERATION MAIN PLANNING CONFERENCE

4.B LOGISTICS

- 4.B.1 ESQD WAIVERS (IF REQUIRED)
- 4.B.2 HOST NATION SUPPORT

4.B.3 RELATIONSHIP WITH AMERICAN EMBASSY

4.B.4 CLOTHING AND EQUIPMENT

4.B.5 MPS SPEED OF ADVANCE

4.B.6 TYPE OF OFF-LOAD (PIERSIDE, ETC.)

4.B.7 OFF-LOAD RESTRICTIONS AND REQUIREMENTS FOR AMMUNITION, BULK WATER AND FUEL. SPECIFY FUEL SAMPLING AND ACCOUNTING PROCEDURES PER JOINT PUBLICATION 4-0, *DOCTRINE FOR LOGISTIC SUPPORT OF JOINT OPERATIONS*.

4.B.8 FUNDING

4.B.9 MILITARY AIR MOVEMENT PRIORITY

4.B.10 ENVIRONMENTAL

4.B.11 MEDICAL EVACUATION

4.B.12 MAIN SUPPLY ROUTE BETWEEN AAA AND TAA

4.B.13 ACE HELICOPTER REBUILD TIMELINE

4.B.14 SAFETY

4.B.15 SPECIAL MAPS (IF REQUIRED)

4.B.16 THROUGHPUT RESTRICTIONS

4.B.17 MPE/S ACCOUNTABILITY PROCEDURES

4.B.18 SPECIAL SUSTAINMENT REQUIREMENTS

4.B.19 ACTIVATION OF FOS SHIPPING (T-AH, T-AVB)

4.B.20 REGENERATION SPECIAL INSTRUCTIONS AND CONSIDERATIONS (CONTAINER MANAGEMENT POLICY, CUSTOMS INSPECTIONS, DANGEROUS CARGO, AUTOMATED SYSTEMS (MDSS II, CAEMS).

4.B.21 LOCATION OF VARIOUS MOVEMENT CONTROL AGENCIES (FMCC, LMCC, UMCC, ETC.)

GENTEXT/COMMAND AND SIGNAL/5. COMMAND AND SIGNAL

5.A COMMAND (IAW, REF C)

5.A.1 SUPPORTED CINC

5.A.2 SUPPORTED SERVICE COMPONENTS

5.A.3 SUPPORTING CINC'S AND SERVICE COMPONENTS

5.A.4 ESTABLISHING AUTHORITY

5.A.5 MAGTF COMMANDER

5.A.6 CMPF

5.A.7 SUCCESSION OF COMMAND AND LOCATION OF EACH COMMAND ELEMENT

5.A.8 DETAILED LIAISON REQUIRED

5.B SIGNAL

5.B.1 COMMUNICATION PROCEDURES

5.B.2 KEY POINTS OF CONTACT, PHONE/FAX NUMBERS, E-MAIL ADDRESSES

5.B.3 SUBMIT SITREPS PER JOINT PUBS 1-03 AND 6-04

5.B.4 TRANSMIT SUROBS THROUGH CMPF

AKNLDG/YES//

DECL//

BT

APPENDIX F

AUTOMATED INFORMATION SYSTEMS SUPPORT

F.1 Marine Air-Ground Task Force II/Logistics Automated Information System

The automated information systems (AIS) support necessary in MPF operations is provided by the Marine Air-Ground Task Force II/Logistics Automated Information System (MAGTF II/LOG AIS) family of systems, and Joint Deployment Systems. They are a family of four coordinated, mutually supporting, automated systems designed to support deliberate and crisis action/time-sensitive planning, deployment, employment and redeployment of a MAGTF in independent, joint, and/or multinational operations. The software for each system is designed to work on a desktop or laptop computer equipped with Microsoft Windows with a minimum of a 133 MHz pentium processor with 32 MEG of RAM, and 2.0 GB of storage space on the hard drive and either an internal CD-ROM or access to an external CD-ROM for installation purposes. MAGTF II/LOG AIS is composed of interrelated systems that perform both common and discrete functions (see figure F-1). It also includes the MAGTF Data Library (MDL), which serves as source data for the systems.

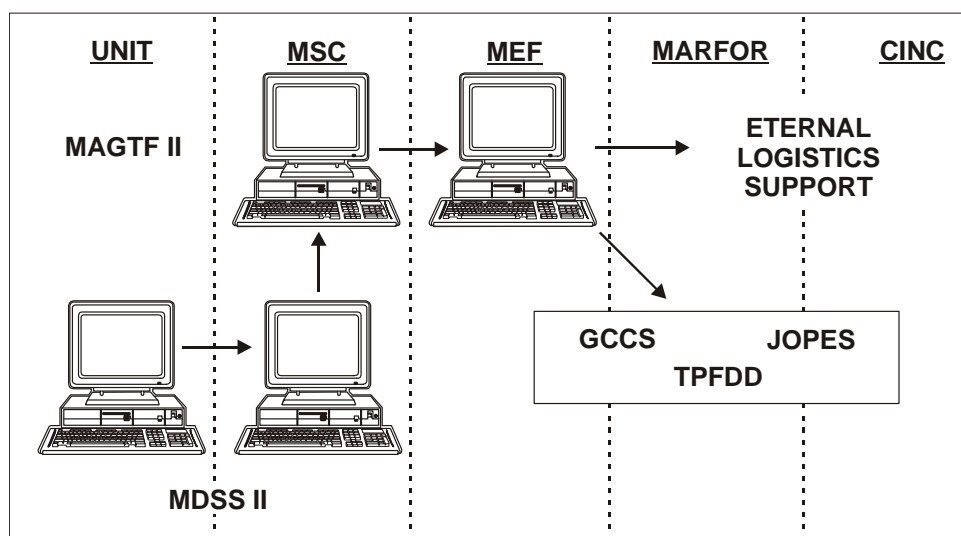


Figure F-1. MAGTF II/LOG AIS Relationships

Each system shares a common database, yet performs separate and complementary functions. Each of the systems uses the same data and, if so desired, the same plan. This allows a plan to go through the various stages of creation, sourcing, assignment to embarkation/transportation assets, and time-phased force deployment data (TPFDD) construction without the necessity of exporting data from one system to another (see figures F-2 and F-3).

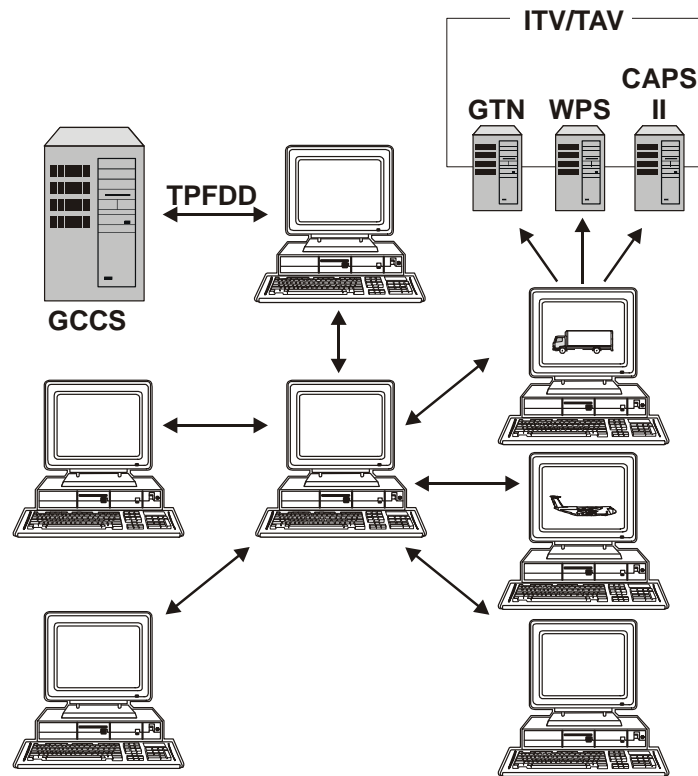


Figure F-2. MAGTF II and MDSS II Planning

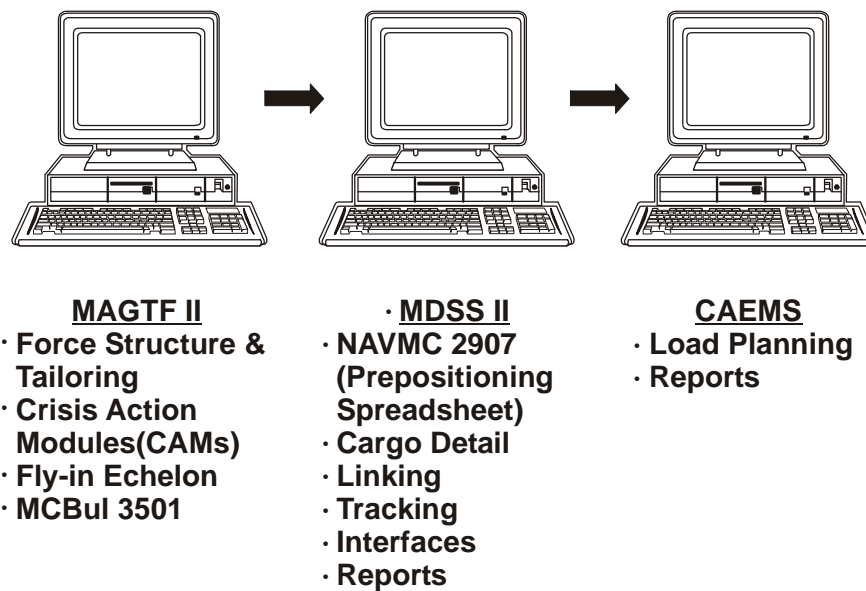


Figure F-3. MPF Functions

a. MAGTF II

MAGTF II is used by the Marine Corps planning community to create contingency and execution operations plans (OPLANs). Additionally, MAGTF II acts as the Marine Corps' TPFDD interface with the Joint Operations Planning and Execution System (JOPES). Used primarily in the planning and marshalling phases of an MPF operation, MAGTF II provides the information and functionality necessary to—

- Forecast lift and sustainability requirements.
- Provide deployment requirements to MDSS II for detailed sourcing and refinement at the battalion, squadron or separate company level.
- Rapidly develop and refine TPFDD information to meet crisis planning based on unified commander and service mandated deadlines.
- Compare and select alternative force structures.
- Allow the rapid sharing of detailed deployment information between planners, operators and logisticians.

b. MAGTF Deployment Support System II

MAGTF Deployment Support System II (MDSS II) is the unit level (battalion/squadron/separate company) deployment planning and execution system that provides MAGTF's and subordinate elements a single source automated deployment database (see figures F-4 and F-5). MDSS II provides commanders with the ability to respond to MAGTF II taskings for detailed plan data. Used during all phases of an MPF operation, MDSS II provides the information and functionality necessary to—

- Source and tailor plan-specific force structures composed of personnel, equipment, and supplies for multiple OPLANs.
- Monitor embarkation readiness status.
- Provide movement and embarkation planning data at Level IV detail (NSN and item serial number level)
- Assign prepositioned assets and equipment to specific units.
- Develop and tailor, for future operations, equipment data bases for MPF and Amphibious shipping.
- Utilize the logistics applications of automated marking and reading symbols (LOGMARS) bar code creation and scanning to—
 - Create labels.
 - Rapidly associate containers/vehicles and their contents.
 - Update cargo and equipment date, time, and location in the MDSSII database by downloading data from the LOGMARS data collection devices (DCDs) or transmitting via wireless modem.
 - Track containers and equipment from ship to shore and through phases of an MPF off-load with near real time updates.
- Create supply transactions which update an asset tracking for logistics and supply system (ATLASS) in order to create accountability records.

- Provide unit-level movement requirements information to TCAIMS for determination and assignment of transportation from origin to POE and from POD to destination.
- Provide unit-level embarkation data to CAEMS and computer-assisted load manifest (CALM) systems in order to prepare load plans.
- Provide standard and ad hoc reports in response to information requests.
- Provide equipment density lists to the SASSY management Unit (SMU) to develop class IX and secondary repairable requirements for using units.

NOTE: MDSS II functionality is slated to be incorporated into TCAIMS II.

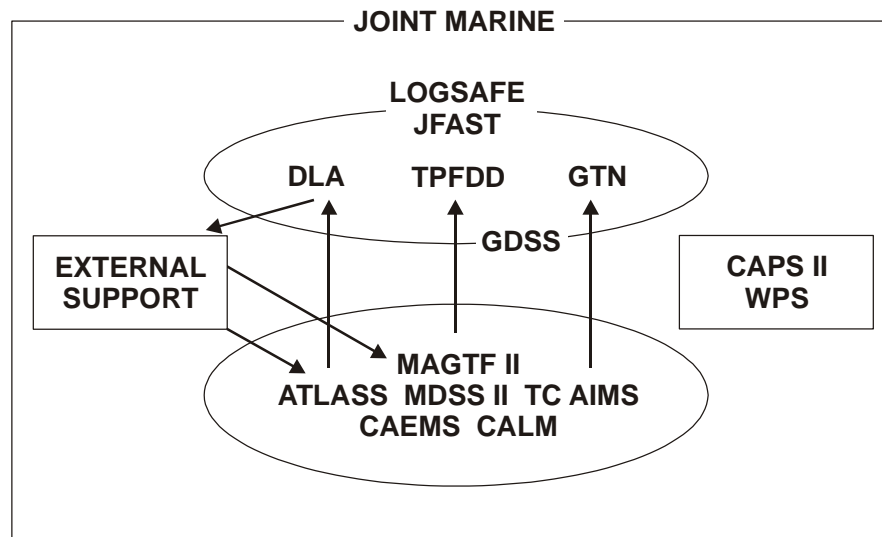


Figure F-4. Deployment Systems Overview

c. Computer-Aided Embarkation Management System

CAEMS is utilized by the unit level Embarkation Officer to accomplish detailed load planning of Amphibious and Military Sealift Command (MSC) shipping and produce supporting documentation. CAEMS is used primarily during the planning, loading, and regeneration of MPS. CAEMS provides the information and functionality necessary to—

- Template deck diagrams for both amphibious and MSC shipping.
- Produce dangerous cargo manifests.
- Conduct trim, stress, and stability calculations.
- Produce "as loaded" deck diagrams upon the completion of loading.

NOTE: CAEMS is to be replaced by the Integrated Computerized Deployment System (ICODES).

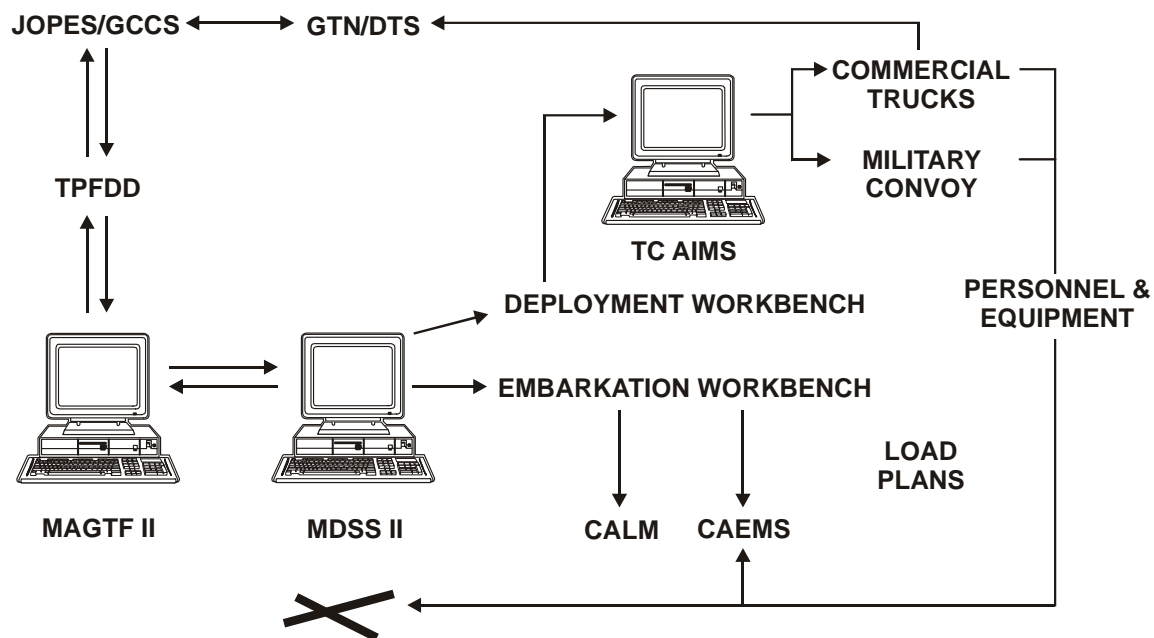


Figure F-5. Deployment Support

d. Transportation Coordinator's Automated Information for Movement System

TC-AIMS is utilized by transportation coordinators (Logistics Movement Control Centers (LMCCs) and motor transportation coordinators) to manage transportation assets in the deployment, employment, and redeployment of operational forces. Used primarily during the movement phase of an MPF operation, TC-AIMS provides the information and functionality necessary to—

- Manage requests, tasking, and dispatching associated with daily transportation operations at all levels of command.
- Plan, coordinate, and manage transportation assets from origin to ports of embarkation (POEs) and from ports of debarkation (PODs) to destinations.
- Provide the source data that feeds U.S. Transportation Command (USTRANSCOM) and the Defense Transportation System (DTS) to facilitate in-transit-visibility (ITV).

NOTE: TC-AIMS is to be replaced by TCAIMS II

F.2 Supporting Systems

The following are non-MAGTF II/LOG AIS systems that provide crucial support to MPF operations.

a. MAGTF Data Library

The MAGTF Data Library (MDL) serves both data distribution and data quality control functions. Issued on a quarterly basis, this CD-ROM transmitted data set updates the permanent technical data files within MAGTF II/LOG AIS. The users of MAGTF II/LOG AIS are provided an opportunity to submit requests to change or correct this data through the use of a data trouble report (DTR) which is passed, via the logistics chain, to the contractor tasked with maintaining the MDL.

b. Supported Activities Supply System

The supported activities supply system (SASSY) is a supply acquisition system utilized throughout the Marine Corps. It is presently being replaced with ATLASS, which will integrate supply and maintenance functions.

c. Asset Tracking for Logistics and Supply System

Slated to replace both SASSY and the Marine Corps Integrated Maintenance Management System (MIMMS), ATLASS is a PC-based supply acquisition, accountability, and readiness program with integrated maintenance management functions. ATLASS and MDSS II have a two-way interface for exchange of data elements between the two systems.

d. Computer-Assisted Load Manifests

A U.S. Air Force developed and maintained system, CALMS, provides a PC-based, automated tool for producing aircraft load plans. Selected data elements are exported from MDSS II to CALMS for load planning and lift estimation.

NOTE: CALMS is slated to be replaced by the U.S. Army-developed Aircraft Load Manifesting System (ALMS) system.

e. Theater Army Medical Material Information System

Theater Army medical material information system (TAMMIS) is the current U.S. Army Class VIII automated medical logistics system. It is a database system which does not require mainframe support and is considered a stand-alone system. The software's modules include set assemblage management, biomedical repair equipment maintenance and a resupply and inventory control module.

f. Fleet Optical Scanning Ammunition Marking System

A fleet optical scanning ammunition marking system (FOSAMS) is a PC-based automated system which tracks ammo, creates government bills of lading (GBLs) and continuation sheets. FOSAMS also provides source data for dangerous cargo manifests as well as interfacing with MDSSII.

NOTE: FOSAMS is slated to be replaced by the U.S. Army managed retail ordnance logistics management system (ROLMS).

g. Retail Ordnance Logistics Management System

ROLMS is a comprehensive system which can perform all ammunition logistics management and reporting functions, such as inventory, requisitioning, issues, expenditures, receipts, asset maintenance, Notice of Ammunition Reclassification (NAR) processing, and transaction reporting.

h. War Reserve System

The war reserve system (WRS) is a mainframe system that is used to compute sustainment and war reserve requirements for deliberate planning and crisis execution purposes in support of the various regional contingencies requiring Marine forces involvement. During deliberate planning, sourced requirements from the system flow into other MAGTF II information systems with the ultimate result of updating TPFDDs for various contingencies. In the event of contingency operations, materiel release transactions generated within the WRS can pass into both retail and wholesale inventory systems as the means of withdrawing and pushing equipment/materiel to the Marine forces in the operation area. The objective of the Marine Corps war reserve program is to ensure that acceptable levels of materiel are available to support the Marine forces during crisis or combat operations. The WRS interfaces with other Services' inventory systems, to include the Defense Logistics Agency, in support of data exchange.

F.3 Joint Deployment Systems

a. Global Command and Control System

A global command and control system (GCCS) is the joint standard for command and control systems, and is the communications and computer architecture for all joint systems to operate on. It supports the Joint Operations Planning and Execution System.

b. Time-Phased Force Deployment Data

The TPFDD registers all strategic (inter-theater) sea and air movement requirements for deployment. The TPFDD is a part of GCCS and is an automated support tool for JOPES procedures.

c. Joint Flow and Analysis System for Transportation

Joint flow and analysis system for transportation (JFAST) is an analytical tool for estimating time and resources required to transport military forces under various scenarios and situations. It can analyze transportation requirements from point of origin to the port of debarkation.

d. Logistics Sustainment Analysis and Feasibility Estimator

A logistics sustainment analysis and feasibility estimator (LOGSAFE) aids the planner by assessing the sustainment feasibility of a proposed operations plan.

e. Global Transportation Network

A global transportation network (GTN) is an automated transportation management system being developed as the vehicle for developing and maintaining in-transit visibility (ITV) and total asset visibility (TAV).

f. Consolidated Aerial Ports System II

Consolidated aerial ports system II (CAPS II) provides an automated tool for AMC aerial ports with an automated C2 capability and the ability to process cargo and passenger movements.

g. Global Decision Support System

A global decision support system (GDSS) is an AMC system which schedules, tracks, and controls all air movements.

h. World Port System

A world port system (WPS) supports the management, tracking, and documentation of U.S. cargo moving via ocean transportation.

APPENDIX G

NOTIONAL TABLES OF ORGANIZATION

G.1 General

The following are notional T/Os for various elements of the MPF.

G.2 Off-Load Preparation Party

a. OPP Headquarters Element (Flagship or Alternate Flagship)

LINE #	MOS	RANK	BILLET
1	1110	CDR	Officer-In-Charge
2	3529	MSGT	USMC SNC Officer-In-Charge
3	XXXX	LT	Medical Officer
4	0430	MAJ	Assistant Officer-In-Charge
5	4031	CPL	MDSS II NCO

b. USN OPP Ship Detachment

LINE #	MOS	RANK	BILLET
1-4	XXXX	XXXX	LCM-8 Crew
5-7	XXXX	XXXX	LARC Crew
8-15	XXXX	XXXX	BF Crew
16-22	XXXX	XXXX	Hatch Team
23	XXXX	XXXX	Navy Officer-In-Charge
24	XXXX	XXXX	Mess Cook

NOTE 1: The MAGTF portion of the OPP adjusts according to the size of the Navy OPP contingent and the number of berthing spaces on the specific vessel.

NOTE 2: Naval Construction Force (NCF) OPP personnel requirements are determined by the module aboard a specific ship:

	<u>Core</u>	<u>Basic</u>	<u>Heavy</u>
NCF OIC (CMC)			1
Team Leader (CM1)		1	
Team Leader (CM2)	1		1
Mechanics	4	5	9

NOTE 3: A NEAT team may be embarked aboard an MPS. The following personnel numbers apply.

	<u>Rank/Rate</u>
NEAT Det OIC (x1)	LCDR
NEAT Watch Officer (x2)	LT
Signalman (x3)	QM1/3
Radio Operators (x3)	RM1/3
Electronic Technician (x1)	ET1/3

NOTE 4: Embarking a NEAT team reduces the USMC OPP personnel numbers.

c. USMC OPP Ship Detachment (MPSRON 2 Used as a Baseline)

HAU=Hauce

PHI=Phillips

BAU=Baugh

AND=Anderson

BON=Bonnyman

C=CSSE

G=GCE

A=ACE

LINE #	MOS	RANK	BILLET	SHIPS			
				HAU	PHI	BAU	AND
1	1310	CAPT	Officer-In-Charge	1 C	1 C	1 C	1 C
2	3550	SNCO	OPP SNCO	1 C	1 C	1 C	1 C
3	XXXX	SGT/CPL	MDSS-II Operator	1 C	1 C	1 C	1 C
4	XXXX	SGT/CPL	MDSS-II Operator	1 G	1 G	1 A	1 A
5	8404	HM1/3	Corpsman	1 C	1 C	1 C	1 C
6	3381	CPL/PFC	Cook	1 A	1 A	1 A	1 A
7	3381	CPL/PFC	Cook	1 G	1 G	1 G	1 G
8	0313	LCPL	LAV Crewman	1 G	1 G	1 G	1 G
9	0313	LCPL	LAV Crewman	1 G	1 G	1 G	1 G
10	1341	SSGT	Engr Eqp	1 C	1 C	1 C	1 C
11	1341	SSGT	Engr Eqp	1 A	1 A	1 A	1 A
12	1341	SGT/PFC	Engr Eqp Mechanic	1 C	1 C	1 C	1 C
13	1341	SGT/PFC	Engr Eqp Mechanic	1 G	1 G	1 G	1 G
14	1345	SGT/PFC	Engr Eqp	1 C	1 C	1 C	1 C
15	1345	SGT/PFC	Engr Eqp	1 C	1 C	1 C	1 C
16	1345	SGT/PFC	Engr Eqp	1 A	1 A	1 A	1 A
17	1345	SGT/PFC	Engr Eqp	1 G	1 G	1 G	1 G
18	1811	SSGT/PVT	TK Crewman**	1 G	1 G	1 G	1 G
19	1811	SSGT/PVT	TK Crewman	1 G	1 G	1 G	1 G
20	1833	SSGT	AAV Chief	1 G	1 G	1 G	1 G
21	1833	SGT/CPL	AAV Crew	1 G	1 G	1 G	1 G
22	1833	SGT/CPL	AAV Crew	1 G	1 G	1 G	1 G
23	1833	SGT/CPL	AAV Crew	-	-	1 G	-
24	1833	SGT/CPL	AAV Crew	-	-	1 G	-
25	21XX	SGT/CPL	Armorer	1 G	1 G	1 G	1 G
26	0811	SGT/CPL	ARTY Crewman	1 G	1 G	1 G	1 G
27	2141	SGT/PFC	AAV Mechanic	1 G	1 G	1 G	1 G

28	2141	SGT/PFC	AAV Mechanic	1 G	1 G	1 G	1 G
29	2141	SGT/PFC	AAV Mechanic	-	-	1 G	1 G
30	2141	SGT/PFC	AAV Mechanic	-	-	1 G	1 G
31	2146	SGT/PFC	TK Mechanic	1 G	1 G	1 G	1 G
32	2146	SGT/PFC	TK Mechanic	1 G	1 G	1 G	1 G
33	2147	CPL/PFC	LAV Mechanic	1 G	1 G	1 G	1 G
34	2147	CPL/PFC	LAV Mechanic	1 G	1 G	-	-
35	2531	CPL/PFC	RTO	1 C	1 C	1 C	1 C
36	2841	CPL/PFC	Radio	1 C	1 C	1 C	1 C
37	3521	SGT/PFC	MT Tech	1 C	1 C	1 C	1 C
38	3521	SGT/PFC	MT Tech	1 C	1 C	1 C	1 C
39	3521	SGT/PFC	MT Tech	1 A	1 A	1 A	1 A
40	3521	SGT/PFC	MT Tech	1 C	1 C	1 C	1 C
41	3521	SGT/PFC	MT Tech	1 G	1 G	1 G	1 G
42	3521	SGT/PFC	MT Tech	1 G	1 G	1 G	1 G
43	3523	SGT/CPL	MT Recover	1 C	1 C	1 C	1 C
44	3529	SNCO	MT Chief	1 C	1 C	1 C	1 C
45	3531	SGT/PFC	MT Operator	1 C	1 C	1 C	1 C
46	3531	SGT/PFC	MT Operator	1 C	1 C	1 C	1 C
47	3531	SGT/PFC	MT Operator	1 C	1 C	1 C	1 C
48	3531	SGT/PFC	MT Operator	1 A	1 A	1 A	1 A
49	3531	SGT/PFC	MT Operator	1 A	1 A	1 A	1 A
50	3531	SGT/PFC	MT Operator	1 A	1 A	1 A	1 A
51	3531	SGT/PFC	MT Operator	1 G	1 G	1 G	1 G
52	3531	SGT/PFC	MT Operator	1 G	1 G	1 G	1 G
53	3531	SGT/PFC	MT Operator	1 G	1 G	-	-
54	3531	SGT/PFC	MT Operator	1 CE	1 CE	1 CE	1 CE
55	3533	SGT/PFC	T/T Operator	1 C	1 C	1 C	1 C
56	3533	SGT/PFC	T/T Operator	1 C	1 C	1 C	1 C
57	3533	SGT/PFC	T/T Operator	1 C	1 C	1 C	1 C
58	3533	SGT/PFC	T/T Operator	1 C	1 C	1 C	1 C
59	3533	SGT/PFC	T/T Operator	1 A	1 A	1 A	1 A
60	3533	SGT/PFC	T/T Operator	1 G	1 A	-	1 G
61	6071	SGT/CPL	AGSE Mech	1 A	1 A	1 A	-
62	7051	SGT/CPL	A/C Crash	1 A	1 A	1 A	1 A
63	N/A	LCPL	Messman	1 C	1 C	1 C	1 C
64	N/A	LCPL	Messman	1 A	1 A	1 A	1 A
65	N/A	LCPL	Messman	1 G	1 G	1 G	1 G

** Familiarity with M60 tank/bridge operations.

G.3 Survey, Liaison, and Reconnaissance Party T/O (MPF MEF(FWD))

a. SLRP Headquarters Element

LINE #	MOS	RANK	BILLET
1	99xx	COL	Officer-In-Charge SLRP (AC/S G-3/4)
2	0491	MSGT	Logistics Chief
3	0402	MAJ	Operations Officer (G-4)
4	3002	CAPT	Assistant Supply Officer
5	1302	MAJ	Engineering Officer
6	2300	CDR	Medical Planner
7	XXXX	LTCOL	Deputy AC/S, G-3
8	XXXX	MAJ	Plans Officer, G-3
9	02XX	CAPT	Security Officer
10	XXXX	MSGT	Operations Chief, G-3
11	01XX	XXXX	G-1 Representative
12	02XX	XXXX	G-2 Representative
13	02XX	CWO	Counter-Intelligence Officer
14	2502	MAJ	G-6 Representative
15	4402	CAPT	Staff Judge Advocate
16	XXXX	CAPT	HQSVCCO Representative
17	XXXX	XXXX	HQSVCCO Operations Chief
18	0411	SSGT	Maintenance Chief
19	0431	CPL	Clerk/Driver G-4

b. Interrogator Translator Team

LINE #	MOS	RANK	BILLET
20	02XX	CWO	Officer-In-Charge
21	0251	XXXX	Translator
22	0251	XXXX	Translator

c. Civil Affairs Team

LINE #	MOS	RANK	BILLET
23	0107	XXXX	Officer-In-Charge
24	8441	XXXX	Team Member

d. Communications Team

LINE #	MOS	RANK	BILLET
25	2537	SNCO	Radio Chief/SNC Officer-In-Charge
26	2519	SNCO	Wire Chief
27	28XX	XXXX	Telephone Technician
28	25XX	XXXX	Comm Center Man
29	25XX	XXXX	Comm Center Man

30	25XX	LCPL	Radio Operator/Driver
31	25XX	LCPL	Radio Operator/Driver
32	25XX	LCPL	Radio Operator/Driver
33	25XX	LCPL	Radio Operator/Driver
34	25XX	LCPL	Radio Operator/Driver
35	25XX	LCPL	Radio Operator/Driver
36	25XX	LCPL	Radio Operator/Driver

e. Aviation Combat Element Detachment

LINE #	MOS	RANK	BILLET
37	75XX	MAJ	Officer-In-Charge/ACO
38	75XX	CAPT	Assistant S-3/Operations Officer
39	0402	MAJ	MWSS Operations Officer
40	75XX	CAPT	MWSS Airfield Operations Officer
41	65XX	MAJ	MACG OIC/Air Defense Coordinator
42	25XX	CAPT	MACG Communications Representative
43	6602	CAPT	Aviation Supply Representative
44	6019	XXXX	Aircraft Maintenance Representative
45	6502	CWO	Aviation Ordnance Representative
46	7320	LT	MATCS Representative
47	2311	SGT	Ammunition Technician MWSS
48	35XX	CPL	Clerk/Driver

f. Combat Service Support Detachment

LINE #	MOS	RANK	BILLET
49	XXXX	LTCOL	Officer-In-Charge
50	XXXX	LTCOL	Operations Officer
51	XXXX	CAPT	Contract Officer
52	3502	CAPT	MT Officer
53	0402	CAPT	Landing Support Officer
54	0431	SSGT	Landing Support SNCO
55	3002	CAPT	Supply Officer
56	3043	GYSGT	Supply Chief
57	1302	CAPT	Engineer Officer
58	2502	CAPT	Communications-Electronics Officer
59	23XX	CWO	Ammunition Officer
60	XXXX	HMC	Corpsman (HMC)
61	8425	HM	Corpsman
62	58XX	SNCO	Provost Marshall Office

g. Ground Combat Element (MAGTF) Detachment

LINE #	MOS	RANK	BILLET
63	XXXX	LTCOL	Officer-In-Charge
64	XXXX	MAJ	Assistant S-3/Operations Officer
65	0402	MAJ	S-4
66	1302	CAPT	CEB Assistant S-3/Operations Officer
67	0802	CAPT	Artillery Bn Assistant S-3/Operations Officer
68	1802	CAPT	Tank Bn Assistant S-3/Operations Officer
69	1803	CAPT	AAV Bn Assistant S-3/Operations Officer
70	02XX	XXXX	Security Representative
71	25XX	XXXX	Communications-Electronics Representative
72	35XX	CPL	Clerk/Driver

h. Force Protection Officer

LINE #	MOS	RANK	BILLET
73	XXXX	XXXX	Force Protection Officer
74	XXXX	XXXX	NCO

i. Commander, MPF Detachment

LINE #	MOS	RANK	BILLET
75	XXXX	XXXX	Seaward Security Officer
76	XXXX	XXXX	CMPF Representative

j. Navy Support Element Detachment

LINE #	MOS	RANK	BILLET
77	XXXX	LCDR	NBG/AAOG Liaison Officer
78	XXXX	CWO	Beach Party Team Commanding Officer
79	XXXX	XXXX	Camp Support Element Officer-In-Charge
80	XXXX	LCDR	PhibCB Commanding Officer
81	XXXX	CPO	Special Warfare Group Detachment
82-85	XXXX	XXXX	Driver
86	XXXX	LCDR	Navy Cargo Handling Force Officer-In-Charge
87	XXXX	CPO	Cargo Handling Element Ship Supervisor

k. Naval Construction Force Detachment

LINE #	MOS	RANK	BILLET
88	XXXX	LCDR	Officer-in-Charge
89	XXXX	LT	Assistant Officer-In-Charge
90	XXXX	CPO	Operations Chief
91	XXXX	LT	Medical Officer
92	XXXX	CM1	Administration
93	XXXX	IS1	Intelligence

94	XXXX	CM2	Driver/Clerk
95	XXXX	RM2	Communications

1. Fleet Hospital Detachment

LINE #	MOS	RANK	BILLET
96	XXXX	LCDR	Officer-in-Charge
97	XXXX	LT	Medical Officer
98	XXXX	HMCS	Medical Planner
99	XXXX	LT	Engineer Planner
100	XXXX	HM2	Driver

G.4 Survey, Liaison and Reconnaissance Party T/O (MPF MEU-Sized)

a. Command Element

LINE #	MOS	RANK	BILLET
1	XXXX	COL	Officer-In-Charge, SLRP
2	XXXX	LTCOL	MPF Officer
3	XXXX	CAPT/ MAJ	G-1 Officer
4	XXXX	SGT	ADMIN Clerk
5	XXXX	MAJ / LTCOL	Intelligence Officer
6	XXXX	CWO-3 / CAPT	Counterintelligence Officer
7	XXXX	CAPT / MAJ	Landward Security Officer
8	XXXX	MSGT/GYSGT	Operations Chief
9	XXXX	SGT/CPL	MDSS Clerk
10	XXXX	CPL/SGT	OPS ADMIN NCO
11	XXXX	LCPL / CPL	OPS ADMIN Clerk
12	XXXX	CAPT	LOG Plans Officer
13	XXXX	MAJ	Strategic Mobility Officer
14	XXXX	GYSGT-MSGT	LOG SNCO
15	XXXX	CPL	LOG Clerk
16	XXXX	MAJ / LTCOL	Plans Officer
17	XXXX	MAJ / LTCOL	Comm/Elect Officer
18	XXXX	CWO	Network Operator
19	XXXX	SGT	Radio Operator
20	XXXX	CAPT / MAJ	SJA
21	XXXX	CAPT / MAJ	Comptroller
22	XXXX	SGT	Comptroller Clerk
23	XXXX	CAPT / MAJ	Supply Officer
24	XXXX	HM 1/3	Indep Duty Corpsman

b. Aviation Combat Element Detachment

LINE #	MOS	RANK	BILLET
25	XXXX	MAJ	Officer-In-Charge, ACE Detachment
26	XXXX	CAPT	ACE OPS Rep
27	XXXX	CAPT	ACE LOG Rep
28	XXXX	CPL	Clerk

c. Combat Service Support Element (MAGTF) Detachment

LINE #	MOS	RANK	BILLET
29	XXXX	MAJ	Officer-In-Charge, CSS Detachment
30	XXXX	CAPT	Engineer Officer
31	XXXX	CAPT	CSS Operations Officer
32	XXXX	CAPT	Contracting Officer
33	XXXX	CAPT	LSB Rep
34	XXXX	GYSGT / CAPT	PMO Officer
35	XXXX	CAPT	Motor Transport Officer
36	XXXX	SSGT / CAPT	Communication Officer
37	XXXX	CWO /CAPT	Maintenance Officer
38	XXXX	HM 1/3	Hospital Corpsman
39	XXXX	SGT	CSS Clerk

d. Ground Combat Element Detachment

LINE #	MOS	RANK	BILLET
40	XXXX	MAJ	Officer-In-Charge, GCE Detachment
41	XXXX	CAPT	Operations Rep
42	XXXX	CAPT	LOG Officer
43	XXXX	GYSGT	G-2, Intelligence Chief
44	XXXX	GYSGT	H&S Co Gunny

e. Navy Support Element Detachment

LINE #	MOS	RANK	BILLET
45	XXXX	LCDR	OIC/AAOG Liaison Officer
46	XXXX	LT	BPT Commander
47	XXXX	LCDR	Support Commander
48	XXXX	LT	Camp Support Element CO
49	XXXX	CPO	Camp Support Chief Petty Officer-In-Charge
50	XXXX	PO1	Camp Support Engineering Aid
51	XXXX	LT	Naval Beach Group Supply Officer
52	XXXX	LT	Cargo Handling (only pierside)
53	XXXX	CPO	Driver
54-56	XXXX	PO	Driver
57	XXXX	CPO	Comms Elec Rep

f. Commander, MPF Detachment

LINE #	MOS	RANK	BILLET
58	XXXX	LCDR	CMPF Rep
59	XXXX	LT	SSO
60	XXXX	CPO	CMPF Comms Rep
61	XXXX	XXXX	CMPF Plans Assistant
62	XXXX	XXXX	NCIS Agent

G.5 Arrival and Assembly Operations Group T/O

LINE #	LOCATION	MOS	RANK	BILLET
1		990X	COL	Officer-In-Charge
2		0302/75XX	LTCOL	Operations Officer
3		0402	LTCOL	Logistics Officer
4		0302	MAJ	Landward Security Officer
5				Security Watch
6				GCE LNO
7				ACE LNO
8				CSSE LNO
9				NSE LNO
10				AAOG LNO to MCC
11				BIC TAAT LNO
12				Watch O
13				Watch O
14				AAOG Chief
15				Watch Chief
16				Radio Chief
17				Watch Clerk
18				Watch Clerk
19				Radio Operator
20				Radio Operator
21				Data Systems Operator
22				Data Systems Operator
23				Comm Technician
24				LOGAIS Chief
25				MDSS Operator
26				MDSS Operator

27				MDSS Operator
28				MDSS Operator
29				Embark Clerk
30				Embark Clerk

G.6 Arrival and Assembly Operations Element(s)

ADV=Advance Party at Unit Location

POG=Port Operations Group

DEB=Debark Team

a. Command Element

LINE #	LOCATION	MOS	RANK	BILLET
1	ADV	0302	MAJ	Officer-in-Charge
2	ADV	3002	CAPT.	Assistant Officer-In-Charge/Supply Officer
3	ADV			
4	ADV			
5	ADV			
6	ADV			
7	ADV			
8	ADV			
9	ADV			
10	ADV			

b. Ground Combat Element

LINE #	LOCATION	MOS	RANK	BILLET
1	ADV	0302	LTCOL	Officer-in-Charge
2	ADV	3002	CAPT	Assistant Officer-in-Charge
3	ADV	3002	1STLT	Supply Officer
4	ADV	0402	MAJ	AAOG Liaison Officer
5	ADV	0411	GYSGT	Maint Management Specialist
6	ADV	0411	CPL	Maint Management Specialist
7	ADV	0481	CPL	AACG/DACG PAL Rep
8	ADV	2311	SSGT	Ammo Chief
9	ADV	0431	LCPL	MDSS II Clerk
10	ADV	3043	LCPL	Supply Clerk
11	ADV	2542	LCPL	LAN Operator
12	ADV	8404	HMC	Chief Hospital Corpsman

(1) Headquarters Company

LINE #	LOCATION	MOS	RANK	BILLET
13	ADV	0302	1STLT	Infantry Officer
14	ADV	2171	CPL	Elect-Optic OPD Rep
15	ADV	2512	CPL	Field Wireman
16	ADV	2531	LCPL	Field Radio Operator
17	ADV	2841	CPL	Ground Radio Repairer
18	ADV	3043	SSGT	Supply Chief
19	ADV	3043	CPL	Supply Clerk
20	DEB	3523	LCPL	Vehicle Recovery Mechanic
21	ADV	3531	CPL	Vehicle Driver
22	POG	3531	LCPL	Vehicle Driver
23	POG	3533	PFC	LVS Operator

(2) Infantry Battalion

LINE #	LOCATION	MOS	RANK	BILLET
24	ADV	0302	CAPT	Logistics Officer
25	ADV	2171	CPL	Tow Maintenance Tech
26	ADV	2841	CPL	Ground Radio Repairer
27	ADV	3043	SSGT	Supply Chief
28	ADV	3529	SSGT	Motor T Maintenance Chief
29-30	ADV	3521	CPL	Auto Mechanic
31-36	POG	3531	LCPL	Vehicle Driver
37	ADV	8404	HM3	Corpsman

(3) Infantry Battalion

LINE #	LOCATION	MOS	RANK	BILLET
38	ADV	0302	CAPT	Logistics Officer
39	ADV	2171	CPL	Tow Maintenance Tech
40	ADV	2841	CPL	Ground Radio Repairer
41	ADV	3043	SSGT	Supply Chief
42	ADV	3529	SSGT	Motor T Maintenance Chief
43-44	ADV	3521	CPL	Auto Mechanic
45-50	POG	3531	LCPL	Vehicle Driver
51	ADV	8404	HM3	Corpman

(4) Infantry Battalion

LINE #	LOCATION	MOS	RANK	BILLET
52	ADV	0302	CAPT	Logistics Officer
53	ADV	2171	CPL	Tow Maint Tech
54	ADV	2841	CPL	Ground Radio Repairer

55	ADV	3043	SSGT	Supply Chief
56	ADV	3529	SSGT	Motor T Maintenance Chief
57-58	ADV	3521	CPL	Auto Mechanic
59-64	POG	3531	LCPL	Vehicle Driver
65	ADV	8404	HM3	Corpsman

(5) Tank Company

LINE #	LOCATION	MOS	RANK	BILLET
66	ADV	1802	CAPT	Tank Officer
67-68	ADV	1812	MSGT	Tank Leader
69-70	ADV	1812	LCPL	Tank Crewman
71-72	ADV	2111	LCPL	Small Arms Repair/Tech
73	ADV	2120	CWO-2	Weapons Repair Officer
74	POG	2146	SGT	M1A1 Tank Mechanic
75-79	POG	2146	LCPL	M1A2 Tank Mechanic
80	ADV	2171	SSGT	Tow Maintenance Tech
81	ADV	2171	CPL	Tow Maintenance Tech
82	ADV	2531	LCPL	Field Radio Operator
83	ADV	2861	SGT	Ground Radio Repairer
84	ADV	3043	GYSGT	Supply Chief
85	ADV	3043	SGT	Supply Clerk
86	ADV	3051	LCPL	Warehouseman
87	ADV	3521	SGT	Auto Mechanic
88	POG	3521	CPL	Auto Mechanic
89	DEB	3521	LCPL	Auto Mechanic
90	ADV	3529	MSGT	Motor T Maintenance Chief
91	ADV	3531	LCPL	Vehicle Driver
92	POG	3531	LCPL	Vehicle Driver
93	POG	3533	LCPL	LVS Operator

(6) Artillery Battalion

LINE #	LOCATION	MOS	RANK	BILLET
94	ADV	0802	CAPT	Artillery Officer
95	ADV	0811	SGT	Field Artillery Cannoneer
96-97	POG	0811	LCPL	Field Artillery Cannoneer
98	ADV	2131	SGT	Artillery Systems Tech
99-100	ADV	2531	LCPL	Field Radio Operator
101	ADV	2591	GYSGT	Comm Chief
102	ADV	2841	CPL	Ground Radio Repairer
103	ADV	3043	GYSGT	Supply Chief

104	ADV	3043	CPL	Supply Chief
105	ADV	3521	CPL	Auto Mechanic
106-107	ADV	3521	LCPL	Auto Mechanic
108	DEB	3523	LCPL	Vehicle Recovery Mechanic
109	ADV	3529	SSGT	Motor T Maintenance Chief
110	ADV	3531	LCPL	Vehicle Driver
111	ADV	0811	CPL	Vehicle Driver
112	ADV	3531	CPL	Vehicle Driver
113	ADV	0811	LCPL	Vehicle Driver
114	POG	3531	CPL	Vehicle Driver
115	POG	3531	LCPL	Vehicle Driver
116	POG	0811	LCPL	Vehicle Driver

(7) Light Armored Reconnaissance Battalion

LINE #	LOCATION	MOS	RANK	BILLET
117	ADV	0302	1ST LT	Infantry Officer
118	ADV	2111	PFC	LAV Crewman/Tech
119	DEB	2171	CPL	LAV Crewman/Tech
120-122	DEB	2147	LCPL	LAV Crewman/Tech
123-124	DEB	2147	CPL	LAV Crewman/Tech
125	DEB	0313	CPL	LAV Crewman/Tech
126	DEB	2147	LCPL	LAV Crewman/Tech
127	POG	0313	PFC	LAV Crewman/Tech
128	POG	2147	CPL	LAV Crewman/Tech
129-130	POG	0313	PFC	LAV Crewman/Tech
131	POG	0313	CPL	LAV Crewman/Tech
132	POG	0311	CPL	LAV Crewman/Tech
133	ADV	2147	SSGT	LAV Technician

(8) Assault Amphibian Company

LINE #	LOCATION	MOS	RANK	BILLET
134	ADV	1803	CAPT	AAV Officer
135	ADV	0402	1STLT	Logistics Officer
136	ADV	1833	SGT	AAV Crewman
137-138	ADV	1833	LCPL	AAV Crewman
139-140	POG	1833	LCPL	AAV Crewman
141	POG	2111	LCPL	Small Arms Repair/Tech
142-143	POG	2141	LCPL	AAV Mechanic
144	ADV	2141	CPL	AAV Mechanic
145	ADV	2841	CPL	Ground Radio Repairer

146	ADV	3043	SSGT	Supply Chief
147-148	ADV	3531	LCPL	Vehicle Driver
149	POG	3531	LCPL	Vehicle Driver
150	POG	3533	LCPL	LVS Operator

(9) Assault Amphibian Company

LINE #	LOCATION	MOS	RANK	BILLET
151	ADV	2110	CWO-2	Ordnance Maintenance Officer
152	ADV	1833	GYSGT	AAV Crewman
153	ADV	2141	SGT	AAV Officer
154	ADV	2141	SGT	AAV Mechanic
155	POG	1833	LCPL	AAV Crewman
156	POG	1833	CPL	AAV Crewman
157-159	POG	1833	LCPL	AAV Crewman
160	ADV	2111	CPL	Small Arms Rep Tech
161	ADV	2841	LCPL	Ground Radio Repairer
162	ADV	2531	CPL	Field Radio Operator
163	ADV	3521	LCPL	Auto Mechanic
164-165	POG	3531	LCPL	Vehicle Driver
166	POG	3533	CPL	LVS Operator

(10) Combat Engineer Company

LINE #	LOCATION	MOS	RANK	BILLET
167	ADV	1302	MAJ	Executive Officer
168	ADV	1302	CAPT	Company Commander
169	ADV	0402	LT	S-4/Embark/Ordnance Officer
170	ADV	3002	LT	Supply Officer
171	ADV	1349	GYSGT	Platoon Sgt/Ops Chief
172	ADV	3537	SSGT	Truckmaster
173	POG	3531	LCPL	Vehicle Operator
174	POG	3533	LCPL	LVS Operator
175	POG	1345	LCPL	Equipment Operator
176	ADV	2531	CPL	Field Radio Operator/Driver
177	ADV	1171	SGT	Equipment Operator
178	ADV	3051	SGT	Supply Admin/Clerk
179	ADV	3521	CPL	Auto Mechanic
180	ADV	2841	LCPL	Ground Radio Repairer
181	POG	3531	CPL	Vehicle Operator
182	POG	1345	LCPL	Equipment Operator
183	POG	1345	CPL	Equipment Sect NCO

184	ADV	1142	CPL	Generator Operator
185	ADV	1341	LCPL	Equipment Mechanic

(11) Truck Detachment

LINE #	LOCATION	MOS	RANK	BILLET
186	ADV	3531	CPL	Auto Mechanic/Driver
187	ADV	3531	LCPL	Auto Mechanic/Driver
188-190	POG	3531	LCPL	Auto Mechanic/Driver
191	DEB	3531	LCPL	Vehicle Recovery Mechanic

c. Aviation Combat Element

LINE #	LOCATION	MOS	RANK	BILLET

d. Combat Service Support Element

LINE #	LOCATION	MOS	RANK	BILLET

e. Navy Support Element

LINE #	LOCATION	MOS	RANK	BILLET

f. Naval Mobile Construction Battalion

LINE #	LOCATION	MOS	RANK	BILLET
1	ADV	XXXX	LT	Officer-in-Charge
2	ADV	XXXX	CMC	Construction Mechanic Chief
3-6	ADV	XXXX	CM1	Construction Mechanic LPO
7-26	ADV	XXXX	CM2/3	Construction Mechanic PO
27	ADV	XXXX	EOCS	Equipment Operator Chief
28-31	ADV	XXXX	EO1	Equipment Operator LPO
32-41	ADV	XXXX	EO2/3	Equipment Operator PO
42	ADV	XXXX	BUC	Builder Chief
43-44	ADV	XXXX	BU1	Builder LPO
45-47	ADV	XXXX	BU2	Builder PO
48	ADV	XXXX	SW3	Steel Worker PO
49	ADV	XXXX	UT3	Utilities Man PO
50	ADV	XXXX	CE1	Construction Electrician LPO
51-53	ADV	XXXX	CE2/3	Construction Electrician PO
54	ADV	XXXX	SKC	Supply Chief
55	ADV	XXXX	SK1	Supply LPO
56	ADV	XXXX	SKI	Supply LPO
57-61	ADV	XXXX	SK2/3	Supply PO
62-65	ADV	XXXX	YN2/3	Yeoman
66	ADV	XXXX	RM1	Radioman
67	ADV	XXXX	GM1	Gunner's Mate
68	ADV	XXXX	EA1	Engineering Aide LPO

G.7 Navy Security Elements

a. Commander, MPF/Seaward Security Officer Detachment

LINE #	DESIG	RANK	BILLET	PNOBC	SNOBC
1	1115	CAPT	Detachment SSO	9450	
2	1115	CDR	Detachment Officer-In-Charge	9450	
3	1115	LCDR	Detachment Support	9450	
4-6	1115	LCDR	Watch Officer	9450	
7-9		OSC/OS1	Watch Support		
10-12		OS1/OS2	Operator	342	
13-15		RMC/RM1	Communications Support		
16-18		ET1/ET2	Mast Support		
19-21		EM1/EM2	Electrician		
22-24		EN1/EN2	Engineman		
25		GMC/GMG1	Weapons Support		
26		MSC/MS1	Messing		
27		HMC/HM1	Medical		
28		SKC/SK1	Supply Support		

b. Naval Coastal Warfare Element

(1) Mobile Inshore Undersea Warfare Unit

LINE #	DESIG	RANK	BILLET	PNOBC	SNOBC
1	1115	CDR	CO Shore(SHR) Activity(ACT)/ Inshore(INSHR) Undersea(USEA) Warfare(WRF)	9420	9450
2	1115	LCDR	XO SHR ACT/INSHR USEA WRF	9436	9450
3	1115	LCDR	ADMIN/INSHR USEA WRF	2615	9450
4	1115	LCDR	OPS Afloat GEN/INSHR USEA WRF	9274	9450
5	3105	LCDR	General Support	1918	0000
6	1115	LCDR	Facilities Manager/INSHR USEA WRF	9442	9450
7	1115	LT	COMM ASHR/INSHR USEA WRF	9510	9450
8-9	1115	LT	INSHR USEA WRF	9450	0000
10	1115	LT	FIRSTLT Afloat/INSHR USEA WRF	9242	9450
11	1115	LT	ELZ INARL & RP/INSHR USEA WRF	5977	9450
12	1115	LT	TRANS DIR/INSHR USEA WRF	1295	9450
13		BMC	Boatswain's Mate	0000	0000
14		BM1	Boatswain's Mate	0000	0000
15		BM3	Boatswain's Mate	0000	0000

16-18		BMSN	Boatswain's Mate	0000	0000
19		QM1	Quartermaster	0000	0000
20		QM3	Quartermaster	0000	0000
21		OS1	Operations Specialist	0342	0000
22		OS1	Operations Specialist	0000	0000
23		OS2	Operations Specialist	0000	0000
24-25		OS3	Operations Specialist	0342	0000
26-27		OS3	Operations Specialist	0000	0000
28		OSSN	Operations Specialist	0000	0000
29		STGC	Sonar Technician (Surface)	0443	0450
30		STG2	Sonar Technician (Surface)	0450	0000
31-32		STG3	Sonar Technician (Surface)	0443	0000
33		SM2	Signalman	0000	0000
34		SM3	Signalman	0000	0000
35		SMSN	Signalman	0000	0000
36	**	OTA1	Ocean Systems Technician (A)	0000	0000
37		OTA2	Ocean Systems Technician (A)	0000	0000
38		OTA3	Ocean Systems Technician (A)	0000	0000
39		OTASN	Ocean Systems Technician (A)	0000	0000
40-41		OTM2	Ocean Systems Technician (M)	0000	0000
42????		GMC	Gunner's Mate	0812	0000
43-44		GMG1	Gunner's Mate (Guns)	0000	0000
45-46		GMG	Gunner's Mate (Guns)	0000	0000
47		GMGSN	Gunner's Mate (Guns)	0000	0000
48		ET1	Electronics Technician	1460	1425
49		ET1	Electronics Technician	0000	9512
50	*	ET2	Electronics Technician	1460	1425
51		ET3	Electronics Technician	0000	0000
52		ETSN	Electronics Technician	0000	0000
53		DS3	Data Systems Technician	1677	0000
54		EW1	Electronics Warfare Technician	0342	0000
55-56		EW3	Electronics Warfare Technician	0000	0000
57		RMC	Radioman	0000	0000
58	*	RM1	Radioman	0000	0000
59-60		RM2	Radioman	0000	0000

61-63		RM3	Radioman	0000	0000
64		YNC	Yeoman	0000	0000
65	*	YN1	Yeoman	0000	9588
66	*	PN1	Personnelman	2720	0000
67		DP2	Data Processing Technician	2720	0000
68		SKC	Storekeeper	0000	9595
69	*	SK1	Storekeeper	0000	0000
70		SK2	Storekeeper	0000	0000
71		MS1	Mess Management Specialist	0000	0000
72		MS2	Mess Management Specialist	0000	0000
73		MS3	Mess Management Specialist	0000	0000
74		EN1	Engineman	4313	0000
75		EN1	Engineman	0000	0000
76	**	EM1	Electrician's Mate	0000	0000
77	*	EM2	Electrician's Mate	0000	0000
78		CE2	Construction Electrician	0000	0000
79		CECN	Construction Electrician	0000	0000
80		EO2	Equipment Operator	0000	0000
81		EOCN	Equipment Operator	0000	0000
82		CM1	Construction Mechanic	0000	9512
83		CM2	Construction Mechanic	0000	0000
84-85		CMCN	Construction Mechanic	0000	0000
86		HM1	Hospital Corpsman	8404	0000
87		HM3	Hospital Corpsman	0000	0000
88-104		PO3	Petty Officer (Security Force)	0000	0000

Notes:

*Denotes TAR billet

**Denotes ACUDU USN billet

(2) Harbor Defense Command Unit

LINE #	DESIG	RANK	BILLET	PNOBC	SNOBC

(3) Port Security Unit

LINE #	DESIG	RANK	BILLET	PNOBC	SNOBC

G.8 Debarkation Team

a. Debarkation Headquarters (Off-Load Control Unit)

LINE #	MOS	RANK	BILLET
1	XXXX	CDR	Officer-in-Charge
2	XXXX	MSGT	SNCOIC
3	O4XX	MAJ	Assistant Officer-In-Charge (MOLT)
4	O431	CPL	MDSS II Operator (MOLT)
5	XXXX	LCDR	NAVCHAPGRU Officer-In-Charge
6	XXXX	BMC	NAVCHAPGRU CPO
7	XXXX	BM1	NAVCHAPGRU LPO
8-9	XXXX	LT	OCU Watch Officer
			Total 5/4

b. USN Debarkation Team

LINE #	MOS	RANK	BILLET
1-2	XXXX	LT	Lighterage Control Officer
3-4	XXXX	BMC	Lighterage Control Chief
5-6	XXXX	LT	Ship Supervisor
7-62	XXXX		Hatch Team Personnel
63	XXXX	PO	Cook
64-67	XXXX	PO	Fleet Hospital Personnel
68-72	XXXX	PO	NMCB Personnel
			Total 4/68

NOTE: USN Debarkation Team. A normal cargo handling force requires 8 seven-man hatch teams for 24-hour operations. A hatch team is comprised of a hatch captain, hold boss, crane operator, and 4 stevedores. These hatch crews must be billeted on the ship they are assigned to off-load. If the scope of the exercise or operation is reduced, fewer hatch teams may be required. Additional USMC Debarkation personnel can be billeted on the ship if the hatch team requirements are reduced. The Fleet Hospital and NMCB detachments are only assigned to specific ships—2 for the FH and 3 or 4 for the NMCB (depending on the embarkation spread load). Non debarkation team personnel will be billeted ashore (i.e., the Navy's ACU, BMU, and ACB personnel must debark also on NAVY DAY (O-1) to facilitate the embarkation of the NAVCHAPGRU personnel). The main difference in the USN Debarkation Team for instream and pierside off-loads is the reduction of the four person lighterage control section during pierside off-loads.

c. USMC Debarkation Team

The USMC Debarkation Team is under the operational control of the officer-in-charge, off-load control unit (normally a Navy Commander). The size of the USMC Debarkation Team depends on the class and type of ship. The team may range from 6 to 40 Marines and Corpsmen (normally the residual of the USMC OPP). Accordingly, 30 to 50 Marines from the OPP must debark during Navy Day (O-1) to facilitate the embarkation of the NAVCHAPGRU personnel. At a minimum, the USMC Ship officer-in-charge, 2 corpsmen, and 3 cooks/messmen must be retained as the 6 core personnel. The remainder of the USMC Debarkation Team is task-organized based upon the requirements of the off-load. It is imperative for a successful ship-to-shore movement that there is a USMC Debarkation Team billeted aboard the ship for 24-hour operations. These limitations are normally temporarily waived for an 8 to 12 hour period as the AAV crews complete their final preparation for splashing their AAVs at first light on O-Day.

G.9 Readiness Acceptance Check Team

LNNR	MOS	RANK	SOURCE	BILLET
LIAISON/CMD ELEMENT				
1	0430	MAJ	CE/G3	Officer-in-Charge
2	3043	GYSGT	CE/G3	SNCOIC/LOG Chief
3	0190	SGT/SSGT	TBD	ADMIN Clerk
4	0431	SSGT/SGT	CE/G3	MDSSII/CAEMS Chief
5	0431	PFC/LCPL	CE/G-3	MDSSII/CAEMS Clerk
COMM SECT				
6	2861	GYSGT	TBD	COMM Chief
7	2531	SGT/SSGT	TBD	Radio Operator

8	2532	CPL/SGT	TBD	Mic Operator
MT SECTION				
9	3510	CWO	TBD	MT Specialist
10	3529	GYSGT	TBD	MT Chief
11	3522/29	SGT/SSGT	TBD	Auto Mechanic
HEAVY EQUIP SECTION				
12	1349	GYSGT	TBD	Eng Chief
13	1341/49	SGT/SSGT	TBD	Eng Mechanic
BULK FUEL SECT				
14	1391	GYSGT/SSGT	TBD	Bulk Fuel
15	1171	GYSGT/SSGT	TBD	Bulk Water
UTILITIES SECT				
16	1169	SNCO	TBD	Utilities Chief
17	1142	CPL/SGT	TBD	Elec Mechanic
18	1171	CPL/SGT	TBD	HYG Mechanic
SUPPLY SECTION				
19	3043	SNCO	TBD	Supply Chief
20	3043	CPL/SGT	TBD	Cont Inspector
21	5711	CPL/SGT	TBD	NBC Equip Inspector
ORD EQUIP SECT				
22	2149	MSGT	TBD	Veh Maintenance Chief
23	2141	GYSGT/SSGT	TBD	AAV Mechanic
24	2131	GYSGT/SSGT	TBD	Artillery Mechanic
25	2146	GYSGT/SSGT	TBD	Tank Mechanic
26	2147	GYSGT/SSGT	TBD	LAV Mechanic
27	2171	SSGT/SGT	TBD	OPTS Inspector
AVIATION SECT				
28	6042	SNCO	ACE	IMRL Inspector
29	7,011	SNCO	ACE	EAF Chief
MEDICAL SECT				
30	8478	CPO	TBD	Medical Chief
31	8404	HM3/HM1	TBD	Medical Inspector
AMMO SECT				
32	2311	GYSGT	GCE	Ground Ammo Specialist

APPENDIX H

NOTIONAL TABLES OF ORGANIZATION AND EQUIPMENT FOR REGENERATION

H.1 General

The notional tables of organization and equipment contained in this appendix are provided to assist planners developing a concept of execution for the regeneration phase of an MPF operation.

H.2 Notional Table of Organization for a Regeneration Combat Service Support Detachment

LINE #	BILLET	RANK	MOS	USMC OFF	USMC ENL	USN OFF	USN ENL
			HEADQUARTERS ELEMENT				
1	CO	COL	9904	1			
2	XO	LTCOL	0402	1			
3	Chaplain	LT	3701			1	
4	Sgt Maj	SGTMAJ	9999		1		
5	Driver	CPL/LCP	3531		1		
6							
7							
			S-1 SECTION				
8	S-1 Officer	LT/WO	0170	1			
9	S-1 Chief	GYSGT	0193		1		
10	SRB Clerk	SGT	0121		1		
11	SRB Clerk	PFC/CPL	0121		2		
12	Unit Diary Clerk	LCPL/SGT	0121		2		
13	Admin Clerk	PFC/SGT	0151		4		
14	CMCC Clerk	LCPL/CPL	25XX		1		
15							
16							
			S-2 SECTION				
17	S-2 Officer	CAPT	0202	1			
18	S-2 Chief	GYSGT	0402	1			
19	S-2 Clerk	LCPL/SGT	0431		2		
20							
21							
			S-3 SECTION				
22	CSS Ops Officer	MAJ	0402	1			

23	Operations Chief	MSGT	0491		1		
24	Watch Officer	CAPT	0402	2			
25	Watch Officer	LT/WO	0402	1			
26	Watch Chief	GYSGT	0431		1		
27	Watch Chief	SSGT	0431		2		
28	Journal Clerk	LCPL/CPL	0431		2		
29							
30							
			CONTRACTING SUPPORT SECTION				
31	Contracting Officer	CAPT	9656	1			
32	Contracting Chief	GYSGT	3044		1		
33	Contracting Specialist	SGT/CPL	3044		2		
34							
			LOGISTICS SECTION				
35	S-4 Officer	MAJ	0402	1			
36	S-4 Chief	MSGT	0491		1		
37	Facilities Chief	GySgt	ANY		1		
38	S-4 Clerk	CPL/SGT	0431		2		
39	S-4 AMMO	CWO 2/3	0410	1			
40	Maint Mgmt Clerk	LPCL/SGT	0411		3		
41							
42							
43							

			FOOD SERVICES SECTION				
44	Food Services Officer	1STLT	3302	1			
45	Food Services Chief	GYSGT	3381		1		
46	Food Services Clerk	SGT	3061		1		
			MESS HALL NO.1				
47	NCOIC	SSGT	3381		1		
48	Cooks	SGT	3381		2		
49	Cooks	PFC/CPL	3381		20		
			MESS HALL NO. 2				
50	NCOIC	SSGT	3381		1		
51	Cooks	SGT	3381		2		
52	Cooks	PFC/CPL	3381		10		
53							
			EMBARK SECTION				
54	Embark Officer	CAPT	0430	1			
55	Asst Embark Officer	LT/WO	0430	2			
56	Embark Chief	MSGT	0491		1		
57	Embark Clerk	PVT/SGT	0431		5		
58	Lashers/Hardbacks	PFC/LCPL	XXXX		36		
59	Guide	PFC/LCPL	XXXX		8		
60							
			PORT OPERATIONS SECTION (NOTE 1)				
61	Port Ops Officer	MAJ	0402	1			
62	Port Ops Chief	MGYSGT	0481		1		
63	Port Ops Clerk	LCPL/SGT	0481		2		
64							

			TRAFFIC MANAGEMENT DETACHMENT (NOTE 2)				
65	Traffic Mgmt Officer	CAPT	3102	1			
66	Traffic Mgmt Chief	MSGT	3112		1		
67	Traffic Mgmt Admin	LCPL	3112		1		
68	Shipping Sec NCOIC	GYSGT	3112		1		
69	Traffic Mgmt Spec	SSGT	3112		1		
70	Traffic Mgmt Spec	PVT/SGT	3112		24		
71	Receiving Sec NCOIC	SSGT	3112		1		
72	Container Sec NCOIC	SSGT	3112		1		
73			3112		1		
74							
75							
			MDSS II SECTION				
76	MDSS II/ LOGMARS Officer	CAPT	0402	1			
77	Assistant OIC	LT	0402	1			
78	MDSS II LOGMARS Chief	MSGT	0491		1		
79	MDSS II/ LOGMARS Clerk	PVT/SGT	ANY		10		
80							
			CUSTOMS/AGRI- CULTURAL INSPECTION SECTION				
81	Officer-In-Charge	CAPT	9999	1			
82	Section Chief	SSGT	ANY		1		
83	Military Customs Inspector	CPL/SGT	ANY		5		
84	Environmental Health Officer	LT (JG)	2300			1	
85	Preventive Medical Technician	HM3	8432				1
86							
			HQ DETACHMENT				

87	Detachment Commander	CAPT	ANY	1			
88	1st Sgt	1ST SGT	9999		1		
89	Logistics Clerk	LCPL/CPL	0481		2		
90							
			ORGANIC SUPPLY SECTION				
91	Supply Officer	LT	3002	1			
92	Supply Chief	SSGT	3043		1		
93	Supply Admin Clerk	SGT	3043		1		
94	Supply Admin Clerk	LCPL/CPL	3043		2		
95	Warehouseman	SGT	3051		1		
96	Warehouseman	PFC/CPL	3051		2		
97							
			BATTALION AID STATION/DENTAL STATION				
98	OIC/Doctor	LT/LCDR	2			1	
99	Doctor	LT	2			1	
100	Leading CPO	HMC	8499				1
101	Corpsman	HM1	8499				2
102	Corpsman	HM/HM2	8499				10
103	Dentist	LT	335			1	
104	Dental Tech	DT1	8799				1
105	Dental Tech	DT/DT2	8799				2
106							
			POSTAL SECTION				
107	Postal Chief	SSGT	0161		1		
108	Postal Clerk	PFC/SGT	0161		4		
109							
			DISBURSING SECTION				
110	Disbursing Officer	LT/WO	3420	1			
111	Disbursing Chief	GYSGT	3421		1		
112	Disbursing Clerk	SGT	3421		1		
113	Disbursing Clerk	PFC/CPL	3421		2		
114	Navy Disbursing Clerk	DK1	2999				1
115	Navy Disbursing Clerk	DK2/DK3	2999				1
116							
			LEGAL SECTION				

117	Legal Officer/Attorney	CAPT	44XX	1			
118	Legal Clerk	PFC/SGT	44XX		2		
119							
			EXCHANGE SECTION				
120	Exchange SNCOIC	SSGT	4131		1		
121							
			MOBILE EXCHANGE TEAM (2)				
122	PX Man	SGT	4131		2		
123	PX Man	PFC/CPL	4131		4		
124							
			COMM DETACHMENT				
125	COMM Officer	LT	2502	1			
126	COMM Chief	GYSGT	25XX		1		

			COMM CENTER				
127	COMM Center Chief	SSGT	2549		1		
128	COMM Center Operator	CPL/SGT	2542		5		
129	COMM Center Operator	PFC/LCPL	2542		16		
130							
			RADIO SECTION				
131	Radio Chief	SSGT	2537		1		
132	Watch NCO	SGT	2531		3		
133	Radio Operator	PFC/CPL	2531		9		
134	Radio Repairer	CPL	2841		1		
			WIRE SECTION				
135	Wire Chief	SSGT	2519		1		
136	Wireman	SGT	2511		1		
137	Wireman	PFC/CPL	2511		12		
138	Wire Tech	CPL/SGT	2811		1		
139							
			DEPLOYED REG AUTO SERV CTR (DRASC)				
140	OIC	CAPT	4002	1			
141	Customer Service Rep	SGT	4063		1		
142							
			SMALL SYSTEMS SUPPORT SECTION				
143	SNCOIC	SSGT	4063		1		
144							
			DATA COMM SECTION				
145	NCOIC	SGT	4063		1		
146	Programmer	LCPL/CPL	4063		3		
147							

			DEPLOYED ADP UNIT				
148	Processing Officer	WO	4010	1			
149	SNCOIC	MSGT	4038		1		
150							
			PROCESSING SECTION				
151	Processing Chief	GYSGT	4038		1		
152	Operations Chief	SSGT	4038		1		
153	Computer Operator	SGT	4034		1		
154	Computer Operator	PFC/CPL	4034		4		
155	PCU Clerk	SGT	4034/38		2		
156	PCU Clerk	CPL	4034/38		3		
157							
			TECHNICAL SUPPORT SECTION				
158	Tech Support Chief	GYSGT	4069		1		
159	Systems Programmer	SSGT	4069		2		
160	Data Base Programmer	SSGT	4069/71		1		
161	Teleprocessing Tech	SGT	4069/71		1		
162	Application Programmer	SGT	4063		1		
163							
			MP SECTION				
164	MP OIC	LT	5802	1			
165	MP Chief	GYSGT	5811		1		
166	MP Squad Leader	SGT	5811		3		
167	MP	PFC/CPL	5811		12		
168							
			SUPPLY DETACHMENT				
169	Detachment Commander	MAJ	3002	1			
170	Detachment NCOIC	MGYSGT	3043		1		
171	Subsistence Chief	SSGT	3061		1		
172	Subsistence Clerk	PFC/LCPL	3061		2		
173	Warehouseman	PFC/CPL	3051		4		
174							

			OPERATIONS SECTION				
175	OIC	CAPT/LT	3002	1			
176	SNCOIC	MSGT	3043		1		
177	Scheduler	SGT	3043		1		
178	Input/Output Clerk	LCPL/CPL	3043		2		
179	Programmer	CPL	3043		1		
180	Key punch Clerk	LCPL	3043		1		
181							
			GENERAL ACCOUNT/ SECONDARY REPAIRABLES MANAGEMENT SECTION				
182	OIC	CAPT	3002	1			
183	SNCOIC	MSGT	3043		1		
184							
185							
			ACCOUNTING SECTION				
186	SNCOIC	GYSGT	3043		1		
187	Stock Control SNCO	SSGT	3043		1		
188	Stock Control Clerk	SGT	3043		1		
189	Stock Control Clerk	PFC/CPL	3043		5		
190	Fiscal Chief	SSGT	3043		1		
191	Fiscal Clerk	SGT	3043		1		
192							
			STORAGE SECTION				
193	OIC	CWO	3050	1			
194	SNCOIC	MSGT	3051		1		
195	Admin Clerk	PFC/LCPL	3051		2		
196							
			SHIPPING AND RECEIVING				
197	SNCOIC	GYSGT	3051		1		
198	S/R NCO	CPL/SGT	3051		2		
199	S/R Clerk	PFC/LCPL	3051		6		
200							
			BIN STORAGE				
201	SNCOIC	GYSGT	3051		1		

202	Bin NCO	CPL/SGT	3051		3		
203	Bin Clerk	PFC/LCPL	3051		12		
204							
			BULK STORAGE				
205	SNCOIC	GYSGT	3051		1		
206	Bulk Items NCO	CPL/SGT	3051		3		
207	Bulk Items Clerk	PFC/LCPL	3051		9		
208							
			DISPOSAL PREPARATION LOT				
209	SNCOIC	MSGT	3051		1		
210	Assistant SNCOIC	GYSGT	3051		2		
211	Lot NCO	CPL/SGT	3051		3		
212	Lot Clerk	PFC/LCPL	3051		12		
213							
			AMMUNITION SECTION (NOTE 3)				
214	OIC	LT/CWO	2340	1			
215	Driver	PFC/LCPL	ANY		1		
216							
			AMMUNITION OPERATIONS CENTER				
217	Operations Chief	MGYSGT	2311		1		
218	Detachment GYSGT	GYSGT	2311		1		
219	SEC/NCO	SGT	2311		1		
220	Records Clerk	CPL	2311		2		
221							
			MPF REGENERATION SUPPORT				
222	SNCOIC	MSGT	2311		1		
223	STG/Chief	GYSGT	2311		1		
224	Section Leader	SSGT	2311		2		
225	Squad/Leader	SGT	2311		4		
226	PKG Crew/Leader	SGT	2311		1		
227	PKG Crew	PVT/CPL	2311		4		
228	Records NCO	SGT	2311		1		
229	Records Man	PVT/CPL	2311		4		
230	Ammo Tech	PVT/CPL	2311		16		
231	MHE Operator	PVT/CPL	1345		12		

232	MHE Mechanic	CPL/SGT	1341		3		
233	Generator/Mechanic	CPL	1142		2		
234							
			AMMUNITION SUPPLY POINT (ASP) NO. 1				
235	OIC	CWO	2340	1			
236	Aviation Ordnance Chief	SSGT	6521		1		
237	Aviation Tech	PVT/SGT	6521		4		
238	Computer Supervisor	SSGT	2311		1		
239	Computer Operator	PVT/CPL	2311		1		
240	Computer Operator	PVT/CPL	6521		4		
241	Inventory Supervisor	SSGT	6521		1		
242	Inventory Team	PVT/CPL	2311		19		
243	Inventory Team	PVT/CPL	6521		2		
244	Quality Assurance	SSGT	2311		3		
245	RTCH Driver	PVT/CPL	1345		2		
246							
			AMMUNITION SUPPLY POINT (ASP) NO. 2				
247	OIC	CWO3	2340	1			
248	Asstistant OIC	CWO	2340	1			
249	Operations Chief	MGYSGT	2311		1		
250	Storage Chief	MSGT	2311		1		
251	Requirement NCO	GYSGT	2311		2		
252	Records NCO	SSGT	2311		2		
253	Aviation Ordnance Chief	SSGT	6521		1		
254	Aviation Ordnance Tech	PVT/SGT	6521		8		
255	STG/SEC/Leader	SSGT	2311		2		
256	STG Section	SSGT	2311		2		
257	Inventory NCO	SGT	2311		3		
258	SQD/Leader	SGT	2311		4		
259	Ammo Tech	PVT/CPL	2311		52		
260	Inventory Tech	CPL	2311		3		
261	Inventory Man	PVT/LCPL	2311		6		
262	Records Clerk	PVT/SGT	2311		4		

263	MHE Operator	PVT/CPL	1345		9		
264	MHE Mechanic	CPL/SGT	1341		2		
265							
			MEDICAL LOGISTICS SECTION				
266	Officer-In-Charge	LT	2300			1	
267	Supply Officer	ENS/LTJG	2300			1	
268	Command Master Chief	HMCM	8404				1
269	Production Officer	HMCM	8404				1
270	Leading CPO Admin	HMC	8404				1
271	Leading CPO Supply	HMC	8404				1
272	Medical QA	HM3/HM1	8404				4
273	LPO Data	HM1	8404				1
274	Admin Records	HM1	8404				1
275	Leading PO Supply	HM1	8404				1
276	Postal Clerk	HM3	8404				1
277	LPO Containers	HM1	8404				1
278	Production	HN/HM1	8404				5
279	Data	HN/HM2	8404				4
280	Containers	HN/HM2	8404				4
281	Driver	HN	8404				1
282	Medical QA	HMC	8425				1
283	LCPO Production	HMC	8425				1
284	LCPO Medical Repair	HMC	8478				1
285	Medical Repair	HM1/HMC	8478				4
286	Production	HM1	8483				3
287	Production	DT3/DT2	8707				4
288	Supply	SSGT	3043		1		
289							

			PRESERVATION PROCESSING AND PACKAGING (PP&P) SECTION				
290	Officer-In-Charge	WO	3050	1			
291	SNCOIC	MSGT	3051		1		
292	Shift Leader	SSGT	3052		2		
293	Team Leader	CPL/SGT	3052		4		
294	Preservation Specialist	PFC/LCPL	3052		24		
295							
			NUCLEAR BIOLOGICAL AND CHEMICAL (NBC) EQUIPMENT SECTION				
296	SNCOIC	MSGT	5711		1		
297	NBC Specialist	SSGT	5711		1		
298	NBC Specialist	PFC/SGT	5711		3		
299							
			SET ASSEMBLY SECTION				
300	SNCOIC	MSGT	3051		1		
301	Warehouseman	SSGT	3051		1		
302	Warehouseman	PFC/SGT	3051		12		
303							
			CONTAINER MANAGEMENT AND REPAIR SECTION				
304	Officer-In-Charge	CWO	1310	1			
305	SNCOIC	GYSGT	1349		1		
306	Elec Equip Repairman	SGT	1142		1		
307	Elec Equip Repairman	PFC/CPL	1142		3		
308	Reefer/AC Mechanic	SSGT	1161		1		
309	Reefer/AC Mechanic	PVT/SGT	1161		5		
310	Welder SNCOIC	SSGT	1316		1		
311	Welder	SGT	1316		2		
312	Welder	PVT/CPL	1316		4		
313	Body/Fender Repairman	SGT	3513		1		

314	Body/Fender Repairman	PVT/CPL	3513		4		
315	Supply Clerk	LCPL/CPL	3043		2		
316	Inventory Control NCO	SSGT	3043		4		
317	Inspector	SSGT	1316		4		
318							
			MAINTENANCE DETACHMENT				
319	Detachment Commander	MAJ	0402	1			
320	Assistant Detachment Officer-In-Charge	CWO/LT	1310	1			
321	Detachment NCOIC	MGYSGT	2181		1		
322	Admin Clerk	CPL	0151		1		
323	Driver	PVT/CPL	ANY		6		
324							
325							
			MAINTENANCE OPERATIONS SECTION				
326	Operations Officer	CWO/LT	0410	1			
327	Operations Chief	GYSGT	0411		1		
328	MIMMS Clerk	SSGT	0411		1		
329	MIMMS Clerk	LCPL/SGT	0411		3		
330	Supply Clerk	SGT	3043		1		
331	Warehouseman	PVT/LCPL	3051		1		
332							
			COMM/ELECT MAINTENANCE SECTION				
333	Maintenance Officer	CWO	2805	1			
334	Maintenance Chief	MSGT	2891		1		
335	Telephone Tech	GYSGT	2811		1		
336	Telephone Tech	SSGT	2811		1		
337	Telephone Tech	CPL/SGT	2811		4		
338	Calibration Tech	CPL/SGT	2874		4		
339	Radio Tech	SSGT	2861		2		
340	Radio Tech	SGT	2861		2		
341	Radio Repairman	PFC/CPL	2841		6		
342	Teletype Tech	CPL	2818		2		
343	Microwave Tech	SSGT	2831		1		

344	Microwave Tech	SGT	2831		2		
345	Radar Tech	SSGT	2889		1		
			ENGINEER MAINTENANCE SECTION				
346	Maintenance Officer	CWO	1310	1			
347	Maintenance Chief	MSGT	1349		1		
348	Heavy Equipment Mechanic	SGT	1341		3		
349	Heavy Equipment Mechanic	PVT/CPL	1341		12		
350	Electrical Equip Repairman	SGT	1142		3		
351	Electrical Equip Repairman	PFC/CPL	1142		5		
352	Welder	SGT	1316		1		
353	Electrician	CPL	1141		2		
354	Hygiene Equip Repairman	GYSGT	1169		1		
355	Hygiene Equip Repairman	SSGT	1171		1		
356	Hygiene Equip Repairman	PVT/SGT	1171		6		
357	Reefer Mechanic	CPL/SGT	1161		1		
358	Reefer Mechanic	PVT/LCPL	1161		2		
359	Fabric Repairman	LCPL/SGT	1181		3		
360							
			MOTOR TRANSPORT MAINTENANCE SECTION				
361	Main Officer	CWO/LT	3510	1			
362	Main Chief	MSGT	3529		1		
363	Auto Mechanic	SSGT	3529		1		
364	Auto Mechanic	SGT	3521/22		5		
365	Auto Mechanic	PVT/CPL	3521/22		15		
366	Wrecker Operator	LCPL/SGT	3523		4		
367	Fuel and Elect System Mechanic	LCPL/SGT	3524		2		
368	CFR Vehicle Mech	CPL/SGT	3525		2		
369	Body Repair Mech	CPL/SGT	3523		2		
370							

			ORDNANCE MAINTENANCE SECTION				
371	Ordnance Officer	CAPT	2110	1			
372	Maintenance Chief	MGYSGT	2149		1		
373	Asst Maint Chief	MSGT	2181		1		
374	Small Arms Repairman	SGT	2111		1		
375	Small Arms Repairman	PVT/CPL	2111		3		
376	Artillery Repairman	SSGT	2131		1		
377	Artillery Repairman	SGT	2131		2		
378	Artillery Repairman	PVT/CPL	2131		6		
379	AAV Mechanic	GYSGT	2141		1		
380	AAV Mechanic	SSGT	2141		4		
381	AAV Mechanic	CPL/SGT	2141		4		
382	AAV Mechanic	PVT/LCPL	2141		10		
383	LAV Mechanic	SSGT	2147		1		
384	LAV Mechanic	SGT	2147		2		
385	LAV Mechanic	PVT/CPL	2147		6		
386	Tank Mechanic	GYSGT	2145		1		
387	Tank Mechanic	SSGT	2145		2		
388	Tank Mechanic	CPL/SGT	2145		2		
389	Tank Mechanic	PVT/LCPL	2145		4		
390	Fire Control Instrument/Missile Repairman	SSGT	2175		1		
391	Fire Control Instrument/Missile Repairman	SGT	2175		2		
392	Fire Control Instrument/Missile Repairman	CPL	2171		1		
393	Fire Control Instrument/Missile Repairman	PVT/LCPL	2171		4		
394	Recovery Section Leader	SSGT	2141/5		1		
395	Crew Chief M88A1 (NOTE 4)	SGT	2145		2		
396	Crewman (NOTE 4)	PVT/CPL	2145		6		
397	Welder (NOTE 5)	CPL	1316		2		

398	Crew Chief AAVR-7 (NOTE 5)	SGT	2141		1		
399	Crewmen (NOTE 5)	PVT/CPL	2141		2		
			MACHINE SHOP AND WELDING STATION				
400	Section Leader	SSGT	2161		1		
401	Machinist	CPL/SGT	2161		2		
402	Machinist	PVT/LCPL	2161		1		
403	Welder	SGT	1316		1		
404	Welder	PVT/CPL	1316		3		
405							
			MOTOR TRANSPORT DETACHMENT				
406	Detachment Commander	CAPT	3502	1			
407	Detachment SNCOIC	MSGT	3537		1		
408	Driver	PVT/CPL	3531		1		
409							
			OPERATIONS SECTION				
410	Operations Officer	LT	3502	1			
411	Operations Chief	GYSGT	3537		1		
412	Dispatcher	SGT	3531		2		
413	Clerk	PFC/LCPL	431		2		
414							
			MAINTENANCE SECTION				
415	Maintenance Chief	GYSGT	3529		1		
416	Mechanic	SGT	3521		2		
417	Mechanic	PFC/LCPL	3521		6		
418	LVS Wrecker Operator	LCPL/CPL	3523		2		
419							
			DIRECT SUPPORT PLATOON (x2)				
420	Platoon Commander	LT	3502	2			
421	Platoon Sgt	SSGT	3537		2		
422	Driver	PFC/CPL	3533		30		
423	Driver	PFC/CPL	3533		60		
424							

			LANDING SUPPORT DETACHMENT (NOTE 6)				
425	Det Commander	CAPT	0402	1			
426	Port LNO	LT	0402	1			
427	Watch Chief	GYSGT	0431		3		
428	Landing Party Man	SGT	0481		3		
429	Landing Party Man	PFC/CPL	0481		18		
430	Equip Operator	SGT	1345		2		
431	Equip Operator	PFC/CPL	1345		24		
432	Equip Operator (RTCH)	LCPL	1345		4		
433	Engineer Mechanic	LCPL/CPL	1341		5		
434	Logistics Clerk	PFC/LCPL	431		4		
435	Driver	PFC/LCPL	XXXX		3		
436	Scales Operator	LCPL/CPL	XXXX		4		

NOTE 1: The port operations section is the liaison between the CSSD and any other agencies, multinational forces, HNS, and port authorities as they relate to functions or operations of the port.

NOTE 2: In addition to the day-to-day responsibilities, the traffic management detachment coordinates all tasks related to the leased containers.

NOTE 3: The ammunition section is based on the notion that 80 percent of the ammunition (loaded on at least two MPS) has been off-loaded and that a significant portion of that quantity needs to be re-packed.

NOTE 4: Based on 2 recovery vehicles.

NOTE 5: Based on 1 recovery vehicle.

NOTE 6: Based on two 12-hour shifts.

H.3 Notional Table of Equipment for a Regeneration Combat Service Support Detachment

TAM CONTROL	NOMENCLA- TURE	QTY	TAM CONTROL	NOMENCLA- TURE	QTY
NO.			NO.		
A0248	AN/TTC-42	1	A2813	TS 4018/GRC-201	2
A0311	AN/TSQ-84	1	A2814	TS 4019/GRC-201	2
A0497	TA-954	80	A2815	TS 4020/GRC-201	2
A0661	AN/UYK-83	16	A3008	AN/PRM-33	1
A0662	AN/UYK-85	9	A7005	HP 8562	6
A0805	Signal Generator	4	A7020	HP 8536	8

A0814	AN/TSC-93	1	A7021	HP 5328	6
A0917	AN/PSC-3	2	A7025	FREQ CTR 3180	6
A1253	PP-7333	7	A7045	SIG GEN 610	8
A1255	PP-7332	2	A7055	TS-4161	10
A1305	AN/UIQ-10	1	A7063	O'SCOPE	6
A1795	AN/GRC-193	1	A7070	HP 7070	2
A1815	AN/GRC-160	5	A7080	TS 4131	10
A1930	AN/MRC-110A	8	A8024	KOI 18	6
A1935	AN/MRC-138A	3	A8025	KYK 13	15
A1955	AN/MRC-142	4	A8026	KYK 15	4
A2050	AN/PRC-77	20	A8027	HYP 57	21
A2065	AN/PRC-104	9	A8028	HYX 57	12
A2130	AN/VRC-12	2	A8029	KY 65	13
A2145	AN/VRC-48	2	A8031	KY 57	46
A2150	AN/VRC-47	1	A8050	JAIJ	25
A2241	RA-2147	2	A8070	ZAK-E	4
A2298	MX-9331	2	A8071	ZAK-G	9
A2301	TS-4232	2	A8082	KG-84	8
A2336	Shelter, Maint	2			
A2337	Shelter, Maint	1	B0003	AC, 60HZ	7
A2805	SB-3865	2	B0005	AC, 60HZ	5
A2635	TA-838	50	B0011	AC, 60HZ	11
A2740	GTM	4	B0055	Bath, Shower Unit	3
A2812	TS 4017/GRC-201	2	B0215	Bucket, Multipurpose	2
B0360	Compressor	4	B2290	Tool Kit, Serv Unit	2
B0391	RTCH	13	B2482	Tractor, All Wheel	2
B0395	Compressor	3	B2561	Truck, F/L EXT Boom	10
B0443	Crane, High Speed	4	B2566	Truck, F/L R/T	20
B0471	Demo Kit, Engr	1	B2604	Reverse Osmosis Wat	6
B0472	Demo Kit, Ind	1	B2632	Tank, Fabric, Coll	6
B0565	Driver Set, Proj	1	B2641	Water Chiller, Small	10
B0579	Dummy Load, Gen	3	B2685	Welding Mach, Trl	3

B0595	15 KW Elec Power	1			
B0600	30 KW Elec Power	2	C3420	Sleeping Bag	PER T/O
B0605	100 KW Elec Power	1	C4000	Field Range	12
B0608	Field Wiring Har	5	C4010	Adding Machine	6
B0635	Floodlight Set	20	C4015	Adding Machine	6
B0647	Forklift Attach	2	C4110	Bag, Water Sterile	60
B0685	Amph Assault Fuel	1	C4158	Boots, Fireman	24
B0730	MEP-0168, 3KW 60HZ	12	C4415	Coat, Fireman	24
B0891	MEP-003,10KW 60HZ	30	C4436	Water Can	75
B0921	MEP-112, 10 KW 100HZ	10	C4477	Copier	14
B0953	MEP-005, 30 KW 60HZ	20	C4765	Extinguisher, Fire	2
B1021	MEP-006, 60KW 60HZ	12	C4812	File Cabinet, 2 Drawer	6
B1045	MEP-007, 100KW 60HZ	10	C4820	File, Security	10
B1082	Road Grader, Motor	2	C4900	A-Frame	6
B1180	Ice Making Machine	2	C4915	Gloves, Fireman	24
B1226	Laundry Unit	2	C5020	Chain Hoist	40
B1280	Light Set, Gen Illu	2	C5039	Hood, Fireman	24
B1290	Light Set, Gen Illu	5	C5080	Floor Jack, 10 Ton	12
B1291	Lightweight Decon	10	C5090	Floor Jack, 4 Ton	24
B1580	Pump Module, Fuel	4	C5320	Field Desk	120
B1581	Pump Module, Water	4	C5330	Disbursing Set, Small	2
B1945	Shop Equip, Contact	2	C5340	Disbursing Set, Large	1
B1951	Shop Equip, General Purpose	1	C5370	Postal Set	1
B2004	SKID MTD ASSY, A/C	7	C5920	Safe	9

B2006	SKID MTD ASSY, A/C	5	C5930	Security Filling	15
B2085	SIXCON Storage, Fuel	12	C6290	Stepladder	10
B2086	SIXCON Storage, Water	12	C6390	Tent, CP	52
B2130	Tank, Fab, Collap	25	C6400	Tent, Maint	26
B2210	Tool Kit, Carpenter	4	C6410	Tent, GP	125
B2220	Tool Kit, Carpenter	1	C6420	Tent, Maint Shelter	8
B2240	Tool Kit, Lineman	4	C6490	Tool Kit, Mechanics	106
B2280	Tool Kit, Refrig	2	C6510	Tool Kit, Carpenter	8
C6520	Tool Kit, Coil Thread	3	D0475	Tool Kit, HWMMV	4
C6620	Tray, Mess	300	D0476	Tool Kit, HWMMV 3RD	2
C6630	Trolley, I-Beam	24	D0478	Tool Kit, B Set, LVS	2
C6639	Trouser, Fireman	24	D0605	Tool Kit, 3rd Echelon	2
C6650	Truck Lift, Wheel	2	D0621	Tool Kit, CUCV 3rd	1
C6678	Viewer, Micro, Port	20	D0755	Tool Kit, B Set, 5T	2
C6681	Viewer Printer	5	D0778	Tool Kit, B Set, CUCV	1
C6682	Typewriter	10	D0860	TRL, Cargo M105	10
C8600	AMAL 618 Lab Equip	1	D0876	TRL, MK 14	12
C8604	AMAL 619 Lab Consum	2	D0877	TRL, Wrecker MK 15	2
C8614	AMAL 627 X-ray equip	1	D0878	TRL, MK 16	3
C8618	AMAL 629 Pharmacy Eq	1	D0879	TRL, MK 17	3
C8620	AMAL 630 Pharmacy CO	1	D0880	TRL, Water M149A1	8
C8638	AMAL 635 Aid Station	2	D0881	TRL, MK 18	6
C8640	AMAL 636 Aid Station	4	D1001	Truck, Ambulance	5

C8658	AMAL 649 X-ray CON	1	D1059	Truck, Cargo M923	25
C8740	AMAL 699 SKCALL	10	D1072	Truck, Dump	2
C8715	ADAL 662 Field Dental	2	D1082	Truck, Firefight	4
C8725	ADAL 664 Field Dental	2	D1134	Truck, Tractor M931	3
C8735	Dental First Aid Kit	6	D1158	Truck, HWMMV M998	15
C9200	STA/ICE	2	D1158	Truck, HWMMV M1006	25
C9672	Common No. 1 TS1	2	D1212	Truck, Wrecker M936	3
C9673	Common No. 2 TS2	4			
D0070	Battery Charger	5	E0139	Borescope	2
D0080	Chassis TRL, M353	52	E0165	Charger, Battery	1
D0085	Chassis TRL, M116	26	E0170	Chest, Oil Pump	1
D0090	Steam Cleaner	10	E0500	Gage Kit, Pullover	1
D0190	Lube and Service Unit	2	E0530	Grease Gun, Hand	3
D0209	Power Unit MK 48	26	E0620	Gun Hyd, Injection	2
D0215	M970 Refueler	2	E0856	Recovery Veh, AAVR-7	1
D0235	M870 Lowbed 40 Ton	3	E1022	Maint Fac, AN/TAM-6	1
D0400	Test Set, Gen/Volt	8	E1255	Purging Kit	2
D0405	Test Set, Hyd	2	E1353	Recharging Unit CO2	1
D0420	Tester, Inj Nozzle	5	E1377	Recovery Vehicle, M88A1	2
D0460	Tool Kit, 3rd Echelon	2	E1379	Regulator, Chg ACC	1
D0461	Tool Kit, 3rd Echelon P19	1	E1712	Shop Set, Maint Artillery	1
D0465	Tool Kit, HMMWV	2	E1713	Shop Set, Maint Opt	1
D0470	Tool Kit, F/D Maint	1	E1716	Shop Set, Ord Cont	1

D0472	Tool Kit	1	E1780	Sight Bore, Mortar	1
E1904	Test Set, AN/ATM-5	1	H2075	Cable Assembly, Jb-110	10
E1906	Test Set, M1A1	1	H2078	Cable Assembly, CX-11230	5
E1910	Test Set, Simplified	1	H2081	Cable Assembly, CX-4565	20
E1911	Test Set, AN/TSM-152	1	H2083	Cable Assembly, CX-4565	15
E1912	Test Set, AN/TSM-140B	1	H2084	Cable Assembly, CX-4565	75
E1947	Test Set, AN/ATM-3A	1	H2086	Cable Assembly, CX-4565	50
E1983	Tool Set, F/M240	1	H2090	Cable Tele, MX-306A	20
E2270	Tool Set, F/M2 MG	1	H2100	Cable Tele, DR-8	8
E2515	Tool Kit, FC	6	H2105	Cable Tele, 159	20
E2656	Tool Kit, IM F/M240	1	H2126	Capacitor, TS-1343	1
E2657	Tool Kit, F/M242	1	H2128	Case, BC-5	15
E2658	Tool Kit, IM LAV25	1	H2207	Distribution Box	20
E2680	Tool Kit, Basic Artillery	1	H2324	Maintenance Kit	1
E2720	Tool Kit, Maintenance 155M	1	H2326	Maintenance Kit, MK-1745	1
E2820	Tool Kit, Org F/M 240	1	H2335	Voltmeter	8
E2900	Tool Kit, Small Arms	4	H2336	Multimeter, Digital	16
E2931	Tool Kit, Optics M1A1	1	H2339	Modulation Meter	2
E2932	Tool Set, M1A1 H/T	1	H2363	Public Add, AN/PIQ5A	4
E2933	Tool Set, M1A1 2nd	1	H2379	Radio, AN/GRC-39B	26
E2934	Tool Set, M1A1 3rd	1	H2385	Reel Unit, RL-31-E	4
E3035	Tool Set, DS/GS Maintenance	1	H2441	Test Set, HTR-1005B	1
E3093	Tool Set, IM F/MK 19	1	H2444	Telephone Set	60

E3126	Tool Set, SPEC FM M88	1	H2465	Terminal Box, TA-125	11
E3128	Tool Set, OM M88	1	H2485	Tool Kit, TE-33	13
E3163	Tool Set, 3rd Echelon AAV	1	H2515	Wire Splicing Kit	1
E3170	Tool Set, Wrench Imp	1	H7025	Multimeter, Digital	3
E3236	Van Maint, Tow	1	H7026	Multimeter, Digital	4
			H7205	Coupler, Directional	2
HTN	STU II Phones	40	H7920	Tool Kit, Elect	14
HTN	Intel 86 Server	4			
HTN	Motorola Hand Held	120	J3030	Camera Set	5
HZ000	Laptop	12	J3191	Refrigerator	40
HZ199	High Frequency Test Set	1			
HZ202	VRC Maint Kit	1	K4128	Can, Gasoline	25
HZ619	ALPS Printer	150	K4165	Chair, Folding	50
HZ677	Z248 CPU	150	K4288	Drill, Elect, Portable	10
HZ693	Z248 Monitor	150	K4321	Fire Extinguisher	400
H2044	Antenna AS-2259	7	K4392	Goggles, Sun, Wind	100
H2045	Antenna, RC-292	15	K4785	Scale, Wheel-Load	8
H2055	Axle RL-27-B	2	K4901	Stand, Axle 5 Ton	18
K4959	Table, Folding	20			
K5021	Viewer, Microfiche	10			
M5000	Filler and Bleeder	8			
N6020	Fixture, Measure	2			
V3320	Pallet Jack	10			

H.4 Notional Table of Organization for a Regeneration Navy Support Element

N-1=Administration

N-3=Operations

N-4=Logistics

BILLET	RANK	DESIG/	NAVY	NAVY	CIVILIAN
		NEC	OFFICER	ENLISTED	

		HQ			
OIC	CDR	1110		1	
AOIC	LCDR	5100		1	
Chaplain	LT	4100		1	
CMC	MCPO			1	
Driver	SN			1	
		N-1			
Admin Officer	CWO	7411	1		
Admin POIC	YN1			1	
Yeoman	YN2			2	
Yeoman	YN3			2	
Mail Clerk	PC2			1	
		N-3			
OPS Officer	LT	1110	1		
Watch Officer	LT	1110	3		
Assistant Watch Officer	PO2			3	
		N-4			
Supply Officer	LT	3100	1		
Supply Chief	SKC			1	
Supply Clerk	SK1/2			5	
MPF Maint Tech	GS-11				1
MPF Maintenance Tech	GS-9				1
		CONTAINER OPERATIONS ELEMENT			
Container OPS CPOIC	CPO			1	
Container Team POIC	PO1			4	
Records PO	SK2			4	
Packing Crew	PO3			8	
MHE Operator	EO3			2	
		FOOD SERVICE ELEMENT			
Food Service CPOIC	MSC	3529		1	
Mess Hall Watch Captain	MS1			1	
Cook	MS2			2	

Cook	MS3			4	
Mess Cook	SN			16	
		MEDICAL			
Chief Corpsman	HMC	8425		1	
Corpsman	HM2	8404		2	
Corpsman	HM3	8404		2	
Ambulance Driver	EO3			2	
		LIGHTERAGE SUPPORT			
Lighterage Support OIC	LT	1110	1		
Lighterage Support Watch Officer	CWO	7111	2		
		LIGHTERAGE REPAIR			
Lighterage Repair Officer	LT	6310	1		
Lighterage Repair CPOIC	SCPO			1	
Engine Repair POIC	EN1			1	
Engine Repair POIC	EN2			3	
Structural Repair POIC	HT1	4954		1	
Structural Repairman	HT2			1	
Structural Repairman	SW1	6010		1	
Structural Repairman	SW2			3	
Electrical Repair POIC	EM1			1	
Electrical Repairman	EM2			1	
Electronics Repair CPOIC	ETC			1	
Electronics Repairman	ET1			1	
Electronics Repairman	ET2			2	
		CSP CREWS			
Causeway Pilot	BMC	160		4	

Causeway Coxswain	BM1	169		4	
Signalman	SM2			4	
Causeway Engr	EN2	4308		4	
Causeway Deck Hand	SN			8	

		SLWT CREWS			
Deck Supervisor	BMC	160		2	
SLWT Coxswain	BM1	169		2	
SLWT Engineer	EN2	4308		2	
Signalman	SM2			2	
SLWT Winch Operator	EN2			2	
SLWT Deck Hand	SN			6	
		LCM-8 CREWS			
LCM-8 Coxwain	BM2			4	
LCM-8 Engineer	EN2			4	
LCM-8 Bowhook/Deck Hand	SN			8	
		BEACH PARTY TEAM			
BPT Commander	CWO	7111	1		
BPT CPOIC	CPO			1	
LARC Commander	PO2	4954		2	
LARC Crewman	SN			2	
Salvage PO	PO2	6010		1	
Rigger	BM2			1	
Signalman	SM2			1	
Corpsman	HM2			2	
R/T Operator	RM3			2	
Plank PO	BM3			2	
LARC Mechanic	EN2			2	
Traffic Controlman	SN			4	
Salvage Dozer Operator	EO3			2	
Salvage Dozer Mechanic	CM3			1	

		TRANSPORT ELEMENT			
Transportation CPOIC	CPO			1	
Dispatcher	E03			2	
Structural Repairman	SW3			2	
Equipment Mechanic POIC	CM1	5805		1	
Equipment Mechanic	CM2			4	
Equipment Mechanic	CM3			5	
Equipment Operator POIC	EO1	5710		1	
Equipment Operator POIC	EO2			4	
Equipment Oper	EO3			7	
		CAMP SUPPORT ELEMENT			
Camp Commandant	LT	5100	1		
Camp Support CPOIC	CPO			1	
Builder	BU2			6	
Camp Electrician POIC	CE1	5635		1	
Camp Electrician	CE2			2	
Camp Electrician	CE3			3	
Refrigeration Tech	UT1	6104		1	
Field Boiler Maint Tech	UT1	6102		1	
Utilityman	UT2			4	
Engineering Aide	EA3			2	
R/T Operator	SN			2	
Camp Master-At-Arms	MAC			1	
Security Rover	PO3			6	
Gunner's Mate	GMG2			4	
Laundry POIC	SH2			1	
Laundry Operator	SN			3	
Barber	SH3	3122		1	

APPENDIX I

REPORTS AND PLANS FORMATS

I.1 General

This appendix provides sample formats for the following MPF related reports and plans:

- a. OPP Situation Report
- b. SLRP Report
- c. Arrival and Assembly Plan
- d. Daily Situation Report
- e. Regeneration Letter of Instruction

I.2 OPP Situation Report Format

FROM: COMPSRON (One/Two/Three)//OPP//

TO: CG (One/Two/Three) MEF//G3/G4//

CMPF

Info CNO Washington, DC//N85//

CMC Washington, DC//POC/LPO//

COMMARFORLANT//G-3/G-4//

COMMARFORPAC//G-3/G-4//

COMMARCORLOGBASES Albany, GA//80//

Blount Island Command Jacksonville, FL//90//

Establishing Authority

MPS ships as appropriate

Ship's operating companies

MEF MSC(s) as appropriate (Div, Wing, FSSG)

COMNAVBEACHGRU (One/Two)

ACU (Two/Three/Four)

BMU (Three/Two)

PHIBCB (Three/Two)

NAVCHAPGRU Williamsburg, VA//N3//

BT

Exer//as req ID

Oper//as req ID

MSGID/Gen Admin/COMPSRON One/OPP//

SUBJ/OPP SITREP NR as of DD1200ZYZR //

REF/A/DOC/NWP 3-02.3/MCWP 3-32//

AMPN/REF A contains OPP SITREP format//

RMKS// 1. FOL OPP SITREP provided IAW FORMAT contained REF A, ANNEH H//

ALPHA: DTG of arrival aboard ships (if times for ships do not coincide; note exceptions).
Example: OPP ARRIVED BOBO 251420L NOV 91

BRAVO: Major problems (e.g., crane deadlined) by ship*.
Example: BC GANTRY CABLE SNAPPED

CHARLIE: Equipment status. Daily cumulative total percentage of equipment inspected and tagged (red, yellow, or green) by ship*. Mobile loaded PEI's will not be inspected and tagged.

I: Inspected total
R: Red tag total
Y: Yellow tag total
G: Green tag total

Example: CB I-140 R-20 Y-35 G-85

DELTA: Maintenance Contact Team required aboard ship to facilitate off-load (type of team and ship required *).

Example: DA Tank Turrent/Elect

ECHO: Parts required by TAMCN, Part Nomenclature, and NSN

S: Aboard Ship *

A: Ashore *

Example: ED S E1875 Push Rod, Hydraulic 2530001258725

FOX: Latest results of cargo fuel and water samplings by ship *

F: Fuel
M: MOGAS
J: JP-5

Types of Contamination by percentage

W: Water
S: Sediment
I: Inorganic
O: Organic
C: Contamination with other fuel
W: Water (Chlorination Percentage)

Example: JP5 ON *OBREGON* is contaminated with 3 percent organic sediment

GOLF: Administrative remarks by ship *

* SHIP Codes:

A: SS *OBREGON*

B: SS *KOCAK*

C: SS *PLESS*

D: MV *BOBO*

E: MV *BONNYMAN*

F: MV *LOPEZ*

G: MV *WILLIAMS*

H: MV *PHILLIPS*

I: MV *LUMUS*

J: MV *ANDERSON*

K: MV *HAUGE*

L: MV *BAUGH*

M: MV *BUTTON*

I.3 SLRP Report Format

ALPHA: ADMINISTRATION

A1 Brief narrative summary of significant local customs/traditions.

A2 Report local public affairs agencies.

A3 Report location/description of recommended command post sites. Units shown as a letter code. Provide CP site overlay by facsimile(fax).

A4 Report available billeting facilities/capacities.

<u>UNIT</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>
LETTER CODE	GRID REFERENCE	BLDG/TERRAIN DESCRIPTION

UNIT LETTER CODES:

A: MAGTF CE
B: CNTF CE
C: AAOG
D: ACE HQ
E: GCE HQ
F: CSSE HQ
G: LFSP HQ
H: BOG
I: POG
J: AACG
K: NSE
L: NCW

Example: A3 A 123456 PORT SVC BLDG, HARBOR DRIVE

A5: Brief narrative summary of sources of available civilian labor.

A6: Report location of U.S. State Dept./other U.S. agencies or facilities.

BRAVO: INTELLIGENCE

BI: Report location of local police, security, and military agencies and installations.

Example: AGENCY/INSTALLATION GRID LOCATION

B2: List local intelligence agencies available to support mission.

B3: Provide narrative summary of CI threat assessments.

B4: Provide narrative summary of terrorist/subversive threat in the AAA.

CHARLIE: SECURITY

C1: List special security problems or requirements for:

A: Airport
B: Port
C: Beach

- D: Road network/LOC'S
- E: Billeting areas
- F: Assembly areas
- G: Ships
- H: Other

C2: List specific functions, responsibilities, and support to be provided by local security forces.

C3: Report required security functions/tasks, suitable areas for emplacement of security forces for a particular task, forces required, and estimated date security required. Provide security plan overlay as applicable.

Example: DATE LINE ACTION GRID FORCES REQD SECURITY EST

C3A: Secure MEF 123456 6 MAN MP DET 0+1

C3B: Guard bulk fuel 246810 infantry squad 0+5

C4: Provide recommendations on special security measurements/ changes to FIE/rules of engagement based on threat assessment.

DELTA: AIR DEFENSE

DI: Provide recommended air defense rules of engagement.

D2: Provide special coordination procedures required with host nation/other U.S. forces.

D3: Report primary and alternate grid locations for hawk battery sites and LAAD positions. Provide site overlay and coverage diagrams as applicable.

ECHO: TERMINAL/PORT- FACILITIES

E1: Report weight bearing capacity of pier in tons with dimensions and height above mean high/low tides.

E2: Report locations/berths available.

E3: Report harbor berths available.

Example: BERTH # LOCATION WATER DEPTH LIGHTING: Y/N

E4: List types and capability of available lighterage.

E5: List types and sizes/capability of available tugs.

E6: Report availability, quantity, and capacity of MHE container handling equipment in port area.

E7: Identify any special liaison requirements or procedures required by host nation for use of the port.

E8: Report availability and size/capacity of hardstands/ parking lots suitable for overflow storage/maintenance inspection for PIEs, and containers in port area.

E9: Report covered warehouse capacity, in square footage, available for use.

E10: Brief narrative of problems/overall condition of port and associated facilities. Report critical damage/any essential repairs/construction required for successful off-load.

FOX: BEACH

F1: Units of measure

F2: Grid and GPS coordinates of left and right beach limits

F3: Offshore obstruction

F4: Littoral drift

F5: Datum point(s)/ Baseline

F6: Sounding interval

F7: Sound lines

F8: Underwater obstacles

F9: General beach composition

F10: General trafficability of beach

F11: Exits

F12: Time. State DTG of surf observation

F13: Significant breaker height

F14: Maximum breaker height

F15: Period

F16: Breaker types

F17: Angle/Direction

F18: Lines of breaker and width of surf zone

F19: Anchorage point for MPS ship to include distance from ship to shore and locations of sand bars capable of impeding marriage/causeway operations

F20: Remarks

GOLF: AIRFIELD/AIRFIELD SERVICES

G1: Report adequacy of air traffic control (ATC) facilities and communications to support flight operations. Identify any modification to the flight information region (FIR) requirements due to inadequate ATC facilities and communications

G2: Confirm procedures in accordance with U.S. forces regulations for:

<u>CODE</u>	<u>FUNCTIONAL AREA</u>	<u>Y/N</u>
-------------	------------------------	------------

A:	Airport area	
----	--------------	--

B:	Control zone	
----	--------------	--

- C: Approach control
- D: En route procedures

Example: G2 B Y

G3: Report crash and rescue services available

G4: Report available aircraft maintenance facilities equipment and capabilities, to include available spare parts compatible with AMC and FMF aircraft

G5: Report availability, types, and capacities of following equipment at airfield:

- A: HHE
- B: Transportation assets
- C: Power units
- D: Towing equipment

G6: Report available hanger space/capacity

G7: Report available billeting facilities/capacities

G8: Report location/recommended site emplacement for the following facilities (provide overlay by fax):

Example: LINE FACILITY GRID LOCATION DESCRIPTION

- A: Tactical fuel system(s)
- B: IMA/maintenance facility
- C: Ordnance storage site
- D: Aircraft arming/rearming sites
- E: Helicopter/VSTOL expeditionary operation sites
- F: Aircraft parking/bed down spot by type

G9: Report additional requirements for:

LINE ITEM

- A: Low and high air pressure
- B: GBA (Cryogenics)
- C: Special tools/equipment

G10: Report availability of fresh water for aircraft use and drinking water for personnel

G11: Report adequacy of taxi ways/parking aprons/off-load areas in regard to wheel bearing capacity for various types of aircraft utilizing these areas

G12: Report availability, location and capabilities of fuel storage and distribution/refueling systems at the airfield for:

- A: JP-4/5
- B: MOGAS
- C: Diesel

G13: Report any grading/construction/improvement required for early operational capability.

G14: Remarks

Hotel: (AAOE. Report location of areas by unit (provide overlay by fax))

AAOE	CENTER	APPROX SIZE IN
UNIT AA (ASSEMBLY AREA)	GRID LOCATION	SQUARE
Example: H MEF CE	123456	2.5

INDIA: ROAD NETWORK

I1: Brief narrative description of general condition of road network in security area.

I2: Report condition of major roads/MSRs connecting port and/or beach with the airfield and all CSSAs, AAOEs. Use overlay if possible. Any critical road, which is not a type X, military Class 60 or greater, or which has major construction adversely affecting use, should be reported. The information required below is condensed from the route report.

Example: MAJOR CONSTRICTIONS, START, STOP, DESIG, WIDTH, LANES, CLASS, GRID CO-ORD.

I.4. Arrival and Assembly Plan Format

The MPF AAA Plan is prepared by the MAGTF in conjunction with the CMPF. The following is a notional AAA plan format.

ANNEX A: TASK ORGANIZATION

ANNEX B: INTELLIGENCE (MAY REFERENCE MAGTF OP ORDER)

ANNEX C: ARRIVAL AND ASSEMBLY OPERATIONS

APPENDIX 1. Commanding General's Priorities

TAB A. Warfighting Priorities

TAB B. Off-Load Priorities

TAB C. MPF Timeline

APPENDIX 2. Off-Load Plan

TAB A. Deck Diagram(s) (issued separately)

TAB B. Debark Team Augmentation

TAB C. NSE Coordination

APPENDIX 3. Throughput Plan

TAB A. MPE/S Distribution Plan

TAB B. LFSP Augmentation

TAB C. Throughput Overlay

TAB D. Material Handling/Throughput Equipment Distribution

TAB E. NSE Coordination

APPENDIX 4. Accountability Plan

TAB A. MDSS II Locations/Connectivity Diagram

TAB B. MDSS II Equipment

TAB C. NSE Accountability

APPENDIX 5. AAOG Operations

TAB A. AAOG Organization

TAB B. CNTF Liaison

ANNEX D: LOGISTICS

APPENDIX 1. Rapid Request Procedures

APPENDIX 2. Health Services

TAB A. Casualty Evacuation

ANNEX E: PERSONNEL

ANNEX J: COMMAND RELATIONSHIPS

APPENDIX 1. External Command Relationships

APPENDIX 2. Internal Command Relationships

APPENDIX 3. Location of AAOG, AAOEs, BOG, POG, AACG, and TALCE

ANNEX K: COMMAND AND CONTROL

ANNEX L: SECURITY

ANNEX Y: REPORTS

APPENDIX 1. Daily Situation Report

APPENDIX 2. MDSS II Scan Data File Report

ANNEX Z: DISTRIBUTION

I.5 Daily Situation Report Format

O P DD2000Z MMM YY

FROM: MAGTF CMDR

TO: Establishing Authority

Info Supported CINC

Supporting CINC

CNO Washington, DC//N85//

CMC Washington, DC//POC/LPO//

COMMARFOR

FLTCINC

Applicable TYCOMs

NAVFOR

COMPHIBGRU

CMPF

COMNAVBEACHGRU

COMPSRON

Ship's Operating Companies

Reserve Community (as necessary)

NAVCHAPGRU Williamsburg, VA//N3//

NCWGRU

Others as appropriate

BT

UNCLAS //N03120//

EXER/as required//

OPER/as required//

MSGID/GENADMIN/Originator/Ser//

Subj/MPF OPSUM DTG//

RMKS/1. Own Situation:

Period/DD2000Z-DD2000ZMMMYY//

Location/Port, LAT-LONG, as appropriate//

Estimate/Capable of accomplishing all assigned missions (or as appropriate)//

OPSUM/(Summary of events over the past 24 hours)//

Intent/Next 24 HRS: //

COMMSTAT/ (Status of communications nets, listing of phone numbers, etc.)//

PERSTAT/

COMMAND START GAIN LOSS END

MAGTF COMDR

CMPF

Others (as appropriate)//

MEDSTAT/ (Any significant medical issues)//

READSTAT/ (Any significant readiness issues (e.g. CASREPS))//

FUELSTAT/Fuel consumed in gals: (JP5, MOGAS, Diesel, etc.)

MAGTF COMDR

CMPF

Others (as appropriate)

PCT Fuel Remaining MPS Ship:

MV (Ship Name) . PCT DFM

MV (Ship Name) . PCT DFM//

AMMO STAT/ (Any real or simulated ammo expenditures)//

PROV STAT/ (Number of days remaining)//

PAX STAT/ (Any PAX to transfer by other than scheduled airlift)//

CARG STAT/(Any cargo to transfer by other than scheduled airlift)//

Remarks/ (Commanders Comments)//

BT

#

NNNN

I.6 Regeneration LOI Message Format

ADMIN

FROM: CMC Washington, DC//PO/LP//

TO: CNO Washington, DC//N41/N42/N85/PO/LP//
COMMARFORPAC/LANT(supported)
COMMARCORLOGBASES Albany, GA//80/90//

INFO JCS Washington DC//J3/J4//
CINCUSACOM Norfolk, VA//J3/J4//
USCINCPAC Honolulu, HI//J35//
CINCLANTFLT Norfolk, VA//30S/30M/31/821//
CINCPACFLT Pearl Harbor, HI//30S/30M/31/821//
USCINCCENT MacDill AFB FL//CCCC/CCJ3/CCJ4-7/CCPM//
Establishing Authority
COMNAVSURFPAC San Diego, CA//JJJ//
COMNAVSURFLANT Norfolk, VA//JJJ//
COMNAVSEASYSYSCOM Washington, DC//PMS 300//
COMNAVAIRSYSYSCOM Washington, DC//415/411//
COMSC Washington, DC//N3//
COMMARFORPAC/LANT//G3/G4//(supporting)
CG II MEF/G8/G4/G3//
CJTF (AOR)//J3/J4//
CG III MEF//G3/G4//
CG I MEF//G-3/G-4//
CG II MEF//G-3/G-4//
COMMARFOR (AOR)//G3/G4//
COMMARCORSYSCOM Quantico, VA//EX/SSE/DFM//
COMPHIBGRU Two//N3//
COMPHIBRU Three//N3//
COMSCSWA Bahrain//N3//
COMNAVFACECOM Alexandria, VA//N063//
COMSCFE Yokohama, JA//N3//
COMSCLANT Bayonne, NJ//N3//
COMNAVBEACHGRU One//N3//
COMNAVBEACHGRU Two//N7//
NAVCHAPGRU Williamsburg, VA//JJJ//
MSCO PCANREP Jacksonville, FL//N32//
MSC (AOR)
COMPSRON One
COMPSRON Two
COMPSRON Three
Ship's Operating Companies
MARCORSYSCOM Washington, DC//AM-PLP//
COMMARCORLOGBASES Albany, GA//80//
Blount IS CMD Jacksonville, FL//90//
WPNSTA Charleston, SC//MCLNO//
COMSURFARDEVRU Little Creek, VA//N7//

MSGID/GENADMIN//

SUBJ/Letter of instruction (LOI) for regeneration of maritime prepositioning ships (MPS) capability//
REF/A/GENADMIN/CMC Washington, DC/070041ZDEC92/NOTAL//

REF/B/GENADMIN/CMC Washington, DC/170041ZDEC92/NOTAL//

NARR/REF A is a cost reporting guidance. REF B is a cost estimating guidance.//

RMKS/

1. SITUATION: This is a coordinated CMC/CNO message. This message provides initial guidance for regeneration of MPS capability employed in support of [applicable operation].

A. GENERAL. [Applicable operation] resulted in the deployment of MPS to provide equipment and material to support [purpose of applicable operation]. Rapid regeneration is required to reestablish global MPF capability.

B. PLANNING GUIDANCE

(1) Full MPF capability will be regenerated in-theater insofar as is possible. Further enhancement/refurbishment of MPF readiness will occur at Blount Island Command per the maintenance cycle

(2) Current prepositioning objective will be used as attainment goal.

(3) Adhere to force module concept.

(4) Fiscal requirements in support of (applicable operation) will be captured in order to determine overall requirement for reimbursement.

NOTE: Use "MV" for AMSEA and MAERSK ships, "SS" for Waterman ships, and "USNS" for MPF(E) ships.

(5) MV ____, MV ____, and MV ____ should be back-loaded to pre- (applicable operation) spreadload to the extent possible

(6) MV ____ and MV ____ should be back-loaded with the best equipment available and as closely to her pre- (applicable operation) spreadload as possible.

(7) MV ____ should receive next best equipment and be back loaded as closely to pre- (applicable operation) spreadload as possible.

(8) Use of MPS stocks to regenerate MAGTF (AOR) is authorized.

(9) Due to austere fiscal environment, USMC equipment and supplies not required for (applicable operation) mission must be retrograded when possible.

C. ASSUMPTIONS

(1) Redeployment of USMC forces will coincide with regeneration/back-load efforts.

(2) MPS(s) will be available for regeneration

(3) Based on austere fiscal environment, regeneration funding will be limited.

(4) NSE can support regeneration efforts.

(5) Department of the Army may not provide USMC with replacement in kind or reimbursement for USMC material turned over to ARFOR (AOR).

(6) MPSRON (one/two/three)is/are available to provide global MPF coverage during regeneration effort.

2. MISSION. On order, regenerate MPS deployed in support of (applicable operation).

3. EXECUTION

A. CMC INTENT. Operational objectives of regeneration will be to reestablish MPF capability in the (supported CINC'S) AOR as rapidly as possible following termination of USMC mission in (applicable AOR).

B. CONCEPT OF OPERATIONS. COMMARFOR(PAC/LANT), in coordination with ALCON, regenerate MPF concurrent with redeployment of the employed MARFOR. Regeneration will occur as phased effort. Phase I will occur in (AOR) with initial regeneration efforts to include maintenance and refurbishment. Phase II will occur at Blount Island Command, where enhancement of maritime prepositioned equipment and supplies (MPE/S) will be conducted in conjunction with an applicable maintenance cycle. Regeneration in (AOR) will coincide with ongoing CJTF (AOR/applicable operation) and will not detract from their ability to conduct assigned missions. Materials available for back-load will be loaded to support CINC (AOR)/CJTF (AOR) mission requirements. Secondary objectives will be:

(1) Refitting MAGTF (AOR)

(2) MPF regeneration

(3) Unit organic equipment

NOTE: Experience suggests regeneration is best accomplished one ship at a time. The SCHEDULE will depend on ship availability, regeneration site capability, MPE/S operational commitments, and planning objectives of paragraph 1B(5).

C. TASKS

(1) COMMARFOR (AOR)

(A) Plan, direct, and control Marine Corps MPF regeneration efforts in-theater, in coordination with CINC (AOR)/CJTF (AOR). Coordinate plan with ALCON.

(B) Coordinate support with all naval forces/commanders as required for regeneration of MPF.

(C) Identify in-theater shortfalls in attainment by MPE/S to MARCORLOGBASES (CODE 82).

(D) Provide in-theater technical assistance and guidance as required.

(E) Coordinate with CINC (AOR)/CJTF (AOR) for projected back-load, release dates and MPS maintenance cycle (MMC).

DATES OF FOLLOWING SHIPS:

<u>SHIP NAME</u>	<u>SAIL DATE</u>	<u>MMC DATES</u>
(EMPLOYED SHIPS)	(ANTICIPATED DATES)	

(F) Following reflects respective MPS capabilities after back-load operation in (AOR):

(1) MV (ship name(s)) will back-load to pre- (applicable operation) spreadload to the maximum extent possible. Sustainment assets not required to further support (applicable operation) should be embarked. MV (ship name) once enroute CONUS MMC, may be deficient in a majority of classes of supply. MV (ship name) is expected to proceed directly to Blount Island Command for MMC.

(2) MV ____ will be back-loaded to pre- (applicable operation) spreadload to the maximum extent possible. Anticipate continued limited availability of sustainment with exception of Class V.

(3) MV ____ will be back-loaded with the best equipment available to pre- (applicable operation) condition, containing limited sustainment with the exception of Class V. MMC schedule has been revised to allow MV ____ MPE/S to be enhanced/refurbished at Blount Island Command. MV ____ will not undergo another maintenance cycle. Focus will be enhancement of material and refurbishment of deficient stocks.

(G) Identify personnel augmentation required to support regeneration within the AOR.

(H) Identify, by ship, location of SECREPS requiring repair and all Class ____ and ____ assets embarked using MDSS II. Forward via ELMS or SALTS to MARCORLOGBASES (870) NLT 48 hours after sailing date.

(I) Identify MPS assets retained by CJTF (AOR) to MARCORLOGBASES (82).

(2) COMMARCORLOGBASES

(A) Provide technical assistance and advisory team and equipment in support of COMMARFOR (AOR).

(B) Conduct MMC IAW estimated revised schedule below:

<u>SHIP NAME</u>	<u>DATES</u>
(Applicable ship name)	(Appropriate dates)

(3) CG ____ MEF rear:

(A) Provide MMC augmentation to Blount Island Command against revised MMC schedule.

(B) Be prepared to provide AMMO DEF personnel to COMMARFOR (AOR) for (ship names).

(4) NAVFOR (AOR):

(A) Coordinate schedule of MPS and fleet support requirements with CINCUSACOM/ CINCPACFLT.

(B) Plan, direct, and control Navy MPF regeneration efforts in-theater, in coordination with CINC (AOR)/CJTF (AOR). Coordinate plan with ALCON.

(C) Coordinate support with all naval forces/commanders as required for regeneration of MPF.

(D) Provide in-theater technical assistance and guidance as required.

(E) Identify personnel augmentation required to support regeneration within the AOR.

(F) Identify MPS assets retained by CJTF (AOR).

4. ADMINISTRATION AND LOGISTICS

A. PERSONNEL

(1) Limited personnel augmentation may be required in-theater to support MARFOR (AOR) and NAVFOR (AOR) back-load/regeneration efforts as identified below:

BILLET QUANTITY SOURCE UNIT EST. DATES REQUIRED IN AOR

(2) Augmentation personnel will deploy to (AOR/regeneration area) under field duty orders.

(3) Additionally, personnel augmentation may be required and will be promulgated via sep msg.

B. LOGISTICS

(1) Concept of logistics support. MARFOR (AOR) and NAVFOR (AOR) will utilize available assets in-theater, to include host nation support, to support back-load and regeneration efforts based on priorities established in paragraph 3B above. Material that is not available for re-embarkation aboard MPS(s) will be sourced by COM-MARCORLOGBASES Albany, COMMARCORSYSCOM, COMNAVAIRSYSCOM, NAVFACENCOM, NAVSEASYSYSCOM and embarked during revised MMC.

(2) DISPOSITION OF SUPPLIES

(A) CLASS 1. Given nature of requirement for Class I material in theater, anticipate adequate stores will not be available and will require replacement during MMC at Blount Island Command.

(B) CLASS II AND VII

(1) Apply serviceable assets per priorities established in paragraph 3B above.

(2) COMMARCORLOGBASES ensure deficiencies are sourced for loading during MMC at Blount Island Command.

(3) COMMARFOR (AOR) ensure accountability of assets remaining in-theater to support CINC (AOR)/CJTF (AOR) requirements.

(C) CLASS IV. Adequate in-theater resources may preclude regeneration of Class IV prepositioned material. Acquisition of Class IV should be limited to that required for blocking and bracing. Deficiencies should be sourced by COMMARCORLOGBASES for loading during MMC at Blount Island Command.

(D) CLASS V

(1) Class V ammunition containers that have not been opened should be re-embarked aboard their original MPS.

(2) Return of Class V containers with MPS is imperative.

(3) Class V material for continued support of CINC (AOR)/CJTF (AOR) requirements will remain in-theater.

(E) CLASS VIII

(1) Medical material required to support CINC (AOR) CJTF (AOR) requirements will remain in-theater.

(2) Excess medical material should be containerized to the extent possible within limitations in-theater.

(3) Deficiencies will be sourced by COMMARCORLOGBASES for loading during MMC.

(4) Dispose of expired, nonexpendable items IAW current directives.

(F) CLASS II (P) AND CLASS IX

(1) Retain sufficient Class IX assets to satisfy in-theater requirements.

(2) Class III (P) material should be retained in-theater. Class III (P) will be regenerated completely during MMC at Blount Island Command.

(3) Excess Class IX repair parts should be containerized to the greatest extent possible and re-embarked aboard (applicable Class IX ship's names).

(G) CLASS IX AND BATTERIES

(1) Sufficient Class IX assets and batteries to satisfy requirements will be retained in-theater.

(2) Excess Class IX repair parts and batteries should be containerized to the extent possible and re-embarked aboard MV ____.

(H) AVIATION GROUND SUPPORT EQUIPMENT (AGSE)

(1) Sufficient AGSE assets to satisfy air combat element (ACE) requirements will be retained in-theater to support USMC air operations. These assets are to be returned to Blount Island Command upon completion of USMC air operations and/or USMC air tasking.

(2) Non-ready for issue AGSE should be back-loaded aboard first available MPS for return to Blount Island Command. Items should be identified by part number, serial number, and reason for return.

(3) COMMARFOR (AOR) will identify in-theater support personnel for AGSE back-load. COMMARCORLOGBASES/COMNAVAIRSYSCOM will provide technical advisors.

(I) NSE. NSE equipment and supplies are to be replaced as directed by CINCUSACOM/CINCPACFLT in coordination with NAVFACENGCOM and other appropriate commands.

(J) CONTAINER POLICY. All MPS containers will be returned to base to support regeneration efforts.

(3). FISCAL. Include costs and updated estimates for MPF regeneration in reports as required by REFS A and B.

5. COMMAND AND SIGNAL

A. COMMAND

(1) MARFOR(LANT/PAC) is the commander responsible for regeneration.

(2) COMMARCORLOGBASES is responsible for execution of regeneration efforts at Blount Island Command.

(3) NAVFOR (AOR) is Navy commander supporting MPF regeneration operations.

B. SIGNAL. IAW normal SOPS.

C. EFFECTIVE FOR PLANNING UPON RECEIPT. Execute on order.//

APPENDIX J

REFERENCES

Joint Publications

JP 0-2	Unified Action Armed Forces (UNAAF)
JP 1-02	DOD Dictionary of Military and Associated Terms
JP 3-0	Doctrine for Joint Operations
JP 3-02.2	Joint Doctrine for Amphibious Embarkation
JP 4-0	Doctrine for Logistic Support of Joint Operations
JP 5-0	Doctrine for Planning Joint Operations
JP 5-03.1	Joint Operation Planning and Execution System, Vol. I
JP 5-03.2	Joint Operation Planning and Execution System, Vol. II

Navy Publications

NDP 5	Naval Planning
NWP 5-01	Naval Operational Planning
NWP 3-02.3/FMFM 1-5	MPF Operations

Marine Corps Publications

MCDP 5	Planning
MCWP 5-1	Marine Corps Planning Process
MCRP 4-13.1A	Movement of Units in Air Force Aircraft
OH 1-5-1	Tri-MEF MPF Standing Operating Procedure
OH 1-5-2	MPF Operations Checklists
OH 1-5-3	MPF Regeneration